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# Hongkong Daily Press.

ESTABLISHED 1877

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\$130 Smith \$130  
**MOTOR WHEEL**  
It can be attached to  
any ordinary Cycle.  
**ALEX. BOSS & Co.**  
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No. 18,631. 號一十二百六十八萬一第 日二十月二十年巳丁 HONGKONG, THURSDAY, JANUARY, 24TH, 1918. 四拜禮 號四十二月正年七國民華中 Price, \$3 PER MONTH.

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12, 16, and 20 Bore, loaded with all sizes of  
Chilled Shot.  
These Cartridges, made of the finest damp  
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made to withstand the effects of damp  
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Developing, Printing and Enlarging.  
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## PEAK TRAMWAY COMPANY, LIMITED.

### TIME-TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 " "	" " 10 "
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2.15 " " 3.00 " "	" " 15 "
3.00 " " 4.00 " "	" " 10 "
NIGHT CARS	
8.50 p.m. and 9.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour
SUNDAYS	
7.30 a.m.	Every 15 minutes
8.00 " " 10.30 a.m.	" " 10 "
10.30 " " 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 5.30 " "	" " 15 "
5.30 " " 6.00 " "	" " 10 "
6.00 " " 8.30 " "	" " 15 "
8.30 " " 9.00 " "	" " 10 "
NIGHTS CARS as on Week Days.	
SUNDAYS	
Extra Car at 12 Midnight.	

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
Season and punch tickets available for all  
cars not already full running at the time  
stated in the Company's time-tables, but not  
for special cars, can be obtained on applica-  
tion at the Company's Office. No Season  
ticket will be issued until payment therefor  
has been made in Bank Notes or by Cheque  
or Comprode Order representing Bank  
Notes.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.

DOWN TRAINS	
Stations	Time
CANTON (Old Shek Tsu)	dep. 7.25
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## INTIMATIONS

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[3-4]



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Made from all wool tweeds;  
correct in cut, tailored and  
finished in a fashion that  
proclaims the handwork  
of expert craftsmen.

NEW STOCK IN VARIOUS WEIGHTS  
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Men's Wear Specialists,  
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[103]

LA MINERVA  
CIGAR FACTORY.

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## CHEROOTS

CORTADO DELICIOSO.

In boxes of 100 \$3.50 duty paid.

CORTADO DE LA REINA.

In boxes of 100 \$2.50 duty paid.

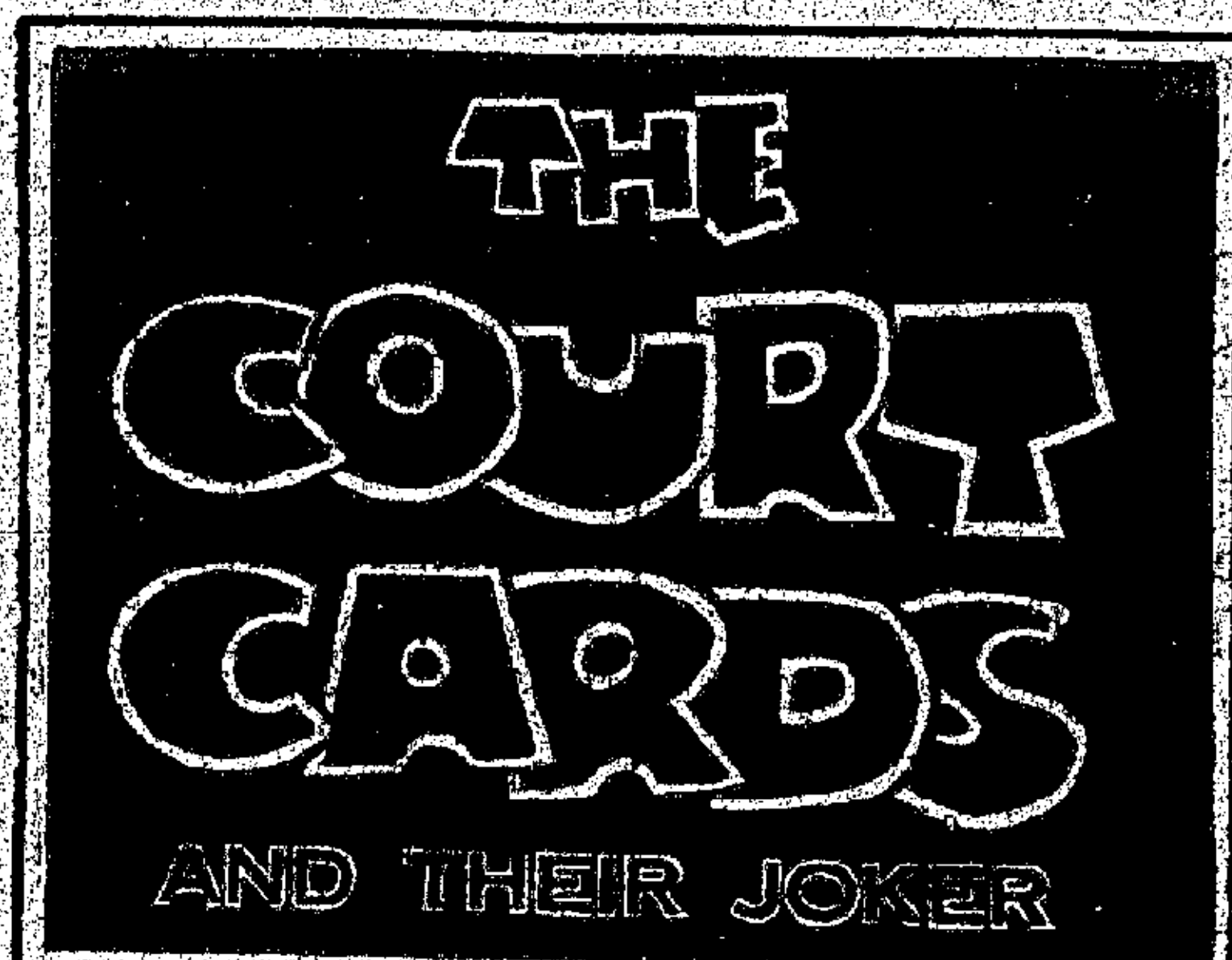
## LANE, CRAWFORD &amp; CO.,

AGENTS IN HONGKONG AND SOUTH CHINA.

[104]

## THEATRE ROYAL.

EDGAR WABWICK

announces the  
LAST THREE NIGHTS  
OF

Your Last Opportunities of  
HEARING THIS CELEBRATED COMBINATION.  
BOOKING AT MOUTRIE'S  
BOOK BEFORE YOU SLEEP.

SERIOUS CHARGE AGAINST  
A CHIEF OFFICER.FORCIBLY TAKING OVER CONTROL  
OF THE SHIP.

## AMUSING EVIDENCE.

The Court of Inquiry into the conduct of Mr. Major, while Chief Officer (now Captain), of the s.s. *Manapouri*, was resumed yesterday at the Marine Court, Commander C. W. Beckwith presiding.

Mr. C. G. Alabaster (instructed by Mr. J. H. Gardiner) appeared for Captain M. E. Wilson, the complainant; and Mr. W. E. L. Shenton for the defendant.

Mr. Alabaster, Chief Engineer of the s.s. *Manapouri*, said he remembered 15th November last when the boat experienced bad weather. The Chief Officer, Mr. Major, came to his room and they had a conversation. He was having dinner with the 2nd Engineer when the Chief Officer called him and gave him orders. In pursuance of those orders he went to the store-room and, taking the iron, put them in his pocket and went towards the bridge with the 2nd Officer.

When they got to the promenade deck they met the Chief Officer and the three of them then went on to the upper bridge together. There he saw the Captain, who was using very abusive language to the Chief Officer. The Captain was drunk and very excited, and threatened to punch his nose. Mrs. Wilson was standing between her husband and the Chief Officer. Witness asked the Captain what was the matter, and the latter requested him to look over the side and see if he could make out a light to starboard. Witness could see nothing. He considered the Captain incapable of navigation.

Next morning, while he was going down to the chart room, Mrs. Wilson asked him to have "a peg," but witness said he would have it later on as it was too early. She then said: "Mr. Green, I wish all the confounded stuff was at the bottom of the ocean."

Mr. Alabaster: What was the first time you saw Captain Wilson on the 15th November? Witness: At 3 p.m. or thereabouts, but at 4 p.m. the Chief Officer came to my room and gave me certain orders. Were these orders from the Captain? No.

Are you in the habit of receiving direct orders from the Chief Officer? No. Do you consider yourself bound to obey these orders? Yes, under the circumstances.

So you thought it right and proper to take orders from the Chief Officer and pass them on to the 2nd Engineer without seeing the Captain yourself, although you were free? Yes, I do.

Did you accept the Chief Officer's word without verifying in any way his state of mind regarding the Captain? Yes. Did you promise to assist the Chief Officer in anything he might do that night? Yes.

Again without in any way attempting to verify the condition of the Captain? Yes. Did you decide then at 4.15 to assist the Chief Officer in taking command of the ship? No.

To what extent, then, did you promise to assist him? To the extent that I would promise to keep the engines going, as we were in the tail-end of a typhoon and we were on a lee shore, and the Captain had been speaking of stopping the ship.

The next time you saw Mr. Major was at 6.30 p.m., when you had a further conversation? When I received further direct orders from the Chief Officer. Did you decide to obey those orders? Yes, when I had seen the Chief Officer and 2nd Officer.

What were those orders? The orders were regarding the telegraph when a system or signals were to be given by the Chief Officer. We also had a special messenger.

Did you understand from this that Mr. Major would take charge of the ship that evening? No, only in the event of Mr. Major requiring to do so.

What was your watch below in the engine room? 9 to 12.

Did you receive certain orders from the Chief Officer through the 2nd Officer when you were going below? Yes.

What were the orders you got? To get the iron, for what purpose I did not ask.

Who did you suppose they were for? I did not know.

After pressure witness admitted that they were for the master.

Do you think it right to take such orders from the Chief Officer? Yes.

Now do you think it was a right and proper thing to get iron for the Master without even verifying the Chief Officer's statement, although you had ample time and opportunity? Yes, I still think so.

So that before you had seen the Master you took the word of the 1st and 2nd Officers that the Master was drunk and incapable? Yes, I did.

Also, you believed he was violent from drink and so you got the iron, as directed? I would not say that. I never gave it a thought.

When you got on the bridge, already believing the Master drunk, you found him in a very excited state? Yes, I thought he had lost his reason.

Did you assume then that he was drunk? Yes, it was sticking out a foot, and I could smell it strong.

I put it to you, Mr. Green, that you were convinced he was drunk and when you saw him so excited you were convinced it was drink? I was doubly sure of it.

You say the Captain said that he would not have the ship taken out of his hands by the Chief Officer? Yes.

It is not very surprising that the Master should be angry at such an act? Yes.

You gathered from what he said that the ship had been taken out of his hands? Yes.

Do you think it surprising that Captain Wilson should use such strong language and be so excited after this had been done? Yes.

Would you be excited if your No. 2 took charge of the engine room over your head? Yes, I would, and would probably wear a bit, but nothing like Captain Wilson did.

Have you ever struck your 2nd Engineer? No.

Was Mr. Major excited? No, he was cool. He put out his hands and said "Do so."

You were invited to look for a light? Yes, I saw nothing, no sign of ship or anything.

When you went on the bridge who was in command? As far as I could see, the Captain. Mr. Major appeared to be willing to take orders. Mrs. Wilson and I both tried to quieten things down. She went down before I did. Perhaps 10 or 15 minutes before I went. I went down about 8.50 p.m. and left the Captain and Chief Officer on the bridge.

On 28th May, in the vicinity of Cape 28, James, you say an incident occurred. You have a very good memory? You say the Captain abused you? Yes.

Do you remember anything else that happened that evening—any unusual incident? No.

You do not remember a Chinese passenger jumping overboard? Oh, yes, I do now. (Laughter).

The second incident, which occurred on 31st July, 1917, was in the vicinity of Cap Rock.

The 3rd incident, entering Sourabaya on September 30th, you say the Captain came to your cabin two or three times, and had a drink. You say he was under the influence of drink? Yes.

Mr. Major, the defendant, giving evidence, said that he had been at sea for 42 years. He had held a Master's certificate since 1884, and had been in command of several ships, and was now in command of the *Manapouri*, of which boat he assumed command on the 8th instant. He joined the *Manapouri* on November 12th, there was no sun and no means of taking observations, and the only way of finding out the position of the ship was by dead reckoning. Captain and Mrs. Wilson, the Second Officer, and witness were on the bridge at the time. The weather was very bad; it was blowing hard, and the sea was very heavy. They had a consultation as to what was the best course to be adopted, and came to the conclusion that, as they had been out of sight of land for some time, it would be better to let the ship sail landward. The course was altered accordingly. A few minutes later Captain Wilson sent witness and the Second Officer down to the cabin. After fifteen minutes they returned to the bridge at about 1 p.m. and Captain Wilson went down to the cabin, remaining away for about fifteen minutes. By this time witness discovered that the water had become discoloured, and he drew the Second Officer's attention to it. He mentioned to the Second Officer that they were in sight of land somewhere. They ran for about three hundred yards in discoloured water, and then Captain Wilson returned to the bridge. By this time witness had altered the course and headed the ship S.E. He noticed that a great change had come over Captain Wilson. He pointed out to him that the ship had been in discoloured water for some time, and that he had consequently altered the course. Captain Wilson said that as there had been no land sighted it would be better to alter west, and the course was altered accordingly. Captain Wilson then suggested that witness should leave the bridge and have a rest, as witness' watch below was nearing. The time was between 1.30 and 2 p.m. Witness, however, hesitated to do so, owing to the dangerous situation of the ship. Captain Wilson again spoke to him about taking a rest, and ordered the Second Officer to do likewise. Both of them then left the bridge. Witness went into his room, where he had a conversation with the Second Officer, after which he lay down on a sofa to rest. His mind, however, was troubled as to the consequences that might result if the ship were left in the Captain's charge, and he kept on pacing the cabin undecided what to do. After about fifteen minutes he looked through the port-hole and discerned that the ship was still sailing in muddy water. He decided to go back to the bridge, and did so.

When he got to the chart-room he was surprised to find that the course had been altered. He hurried to the Captain and informed him of it, and suggested heading the lead. Captain Wilson was standing on the port side, holding on to the rails, with Mrs. Wilson beside him. The ship by this time had been holed with her head to the wind and was going slow. At that moment witness sighted land on the port quarter, and the port beam. Witness called for the Second Officer and asked him to cast the lead, as the same time blowing the whistle and ordering the quartermaster to call up all hands. He pointed out the land to Captain Wilson, who asked in a heavy voice where the land was. Mrs. Wilson then pointed it out to him, and said: "Oh, Monty, dear, cannot you see it? There's land, Monty, dear; there's land." The Captain's only remark was "Where?" Witness thought the Captain was very drunk at the time and could not see the land. The lead was cast and registered 24 fathoms. It was blowing a gale by then with a very heavy sea running. Witness again pointed out the land to Captain Wilson, who then again suggested that witness should leave the bridge and let the ship remain there till the morning. Even then Captain Wilson was looking for the land, which he could not see. Witness decided that it was not the right thing to do. He advised Captain Wilson to run south, as otherwise the ship would run ashore. He expected a typhoon, as there was a terrific gale at the time. Captain Wilson insisted on the ship remaining where she was, but witness persisted in telling him that it would be better to run southwards, as it was about 12 p.m. If the Captain's suggestion had been carried out the ship might have been blown ashore. Besides, they had about 600 passengers on board and if the ship went ashore witness would lose his certificate. He managed eventually to get Captain Wilson to alter the course to south, and had run for about twenty minutes when the Captain suggested that they should heave to again. Witness persisted in proffering advice to run southwards. The Captain persisted in remaining where they were for the night. The ship had again run into muddy water. Witness thought that the Captain was handling the ship in an unseamanlike manner, and witness was in a dilemma as to what course he should adopt. He was in a very awkward position. If he allowed the Captain to follow the course he intended, and if he took the control of the ship into his own hands he would lose his certificate, as it was a serious matter. All this while the Captain was leaning against the railings, with Mrs. Wilson supporting him. Witness did not know whom to consult. A man who was in a serious position like that, where he had to face two alternatives, always wished to consult somebody. So at last he consulted the Chief Engineer, and decided to remain on the bridge, alert, watching the actions of the Captain. At about 4.05 p.m. he saw broken water on the starboard bow; a few minutes later he saw a dark object looming ahead; and, later on, he noticed a large ship, which was crossing the *Manapouri*'s bows. The steamer was about 1 of a mile away. He called the Captain's attention to this. Captain Wilson, who was still leaning against the railings, replied: "I do not see anything." Mrs. Wilson then pointed out the ship to him and said: "Don't you see, Monty, dear! There's the ship crossing our bows. It's as plain as anything, Monty, dear." Witness suggested pointing the helm to clear her. Captain Wilson replied that it was unnecessary. Both ships were going slow at the time. Witness said: "You had better port, sir. I don't think you will clear her; give her a chance." The Captain then ordered the helm to port. The ship crossed their bows and went parallel, and presently ranged ahead. The last they saw of the vessel was her stern light on the starboard beam. Witness had been on the bridge all day. By about 6 p.m. things were becoming serious, and witness began to consider his position as Chief Officer of the ship. Mrs. Wilson called the "boy" and ordered strong black coffee. Witness supposed it was a very good thing for Captain Wilson.

Commander Beckwith: Was the Captain drunk all the time? Witness: He was getting worse.

Commander Beckwith: All the while he was drinking coffee, from 6 p.m. to 11 p.m., did you know whether he was drinking coffee or whisky all the time?

Witness, continuing, said that as he was very wet he went into his room to change. He then heard someone knocking at the door and on opening it he saw a consequence of which witness asked, trousers, a jacket, and a pair of old shoes; that was about 6.30 p.m. Captain and Mrs. Wilson were still there, the former hanging on to the rails. Witness looked through a telescope and discerned a mast-head light. He drew out: "A mast-head green light, calling port bow, sir." Captain Wilson replied: "It is a starboard light." Witness repeated his previous assertion, but Captain Wilson was obstinate and stuck to what he had stated. The Captain then said: "Get her N.N.E." Witness replied: "You cannot do that, sir; Wilson persisted in the ship going N.N.E. Witness called out: "Hard to port," and, blowing the whistle, called on the Second Officer and quartermaster to the wheel. Captain Wilson attempted to take control of the wheel himself and forced it to starboard. Witness then called the Second Officer and said: "Take this wheel and keep it apart till I tell you." Captain Wilson then tried to dislodge the Second Officer from the wheel. Witness left the wheel and went to the telegraph, but Captain Wilson, who was quarrelling with the quartermaster, followed witness and tried to wrench his grasp of the telegraph, and Captain Wilson tried to press his hand down. He used filthy language, saying: "I will not allow any one to take charge of my ship." Witness preserved a stolid calm, giving the Second Officer orders to his duty. They passed the ship on to his side, N.N.E. Captain Wilson by this manner, using filthy and abusive language, reinforcing that it was a stern light, and that he was not going to allow witness to do as he wished. Witness replied: "What I wanted to do, I have done. If you think you are fit to take command of your ship again, do so." Captain Wilson forced his fist into witness' face and ordered him to leave the bridge, saying: "I will put you in irons." Witness replied: "I will not leave the bridge. I will put the irons on myself." Mrs. Wilson then came between them and, taking Captain Wilson by the hand, said: "Don't, Monty, dear; please, Monty, dear, cannot you quieten up, Monty, dear?"

Commander Beckwith: Was he still drunk? Witness: I submit that Captain Wilson was drunk from the time we sighted the muddy water till 10 p.m.

Witness, continuing, said that as the Captain was getting very, very abusive he called the Chief Engineer and ordered him to bring the iron to put the Captain in them. Captain Wilson was behaving like a maniac all the while, and witness thought the man was going mad. Witness thought that things were becoming too serious and called the Second Officer on to the bridge. He did not think the Captain noticed witness leaving the bridge to call the Second Officer, because on his return he saw the Captain dancing about and jumping wildly, repeating: "It is a stern light, a stern light." Witness then called out to the Chief Engineer: "For Heaven's sake be quick with the irons." When Captain Wilson saw the Chief Engineer on the bridge he asked: "What are you doing here? Your place is in the engine-room. Get off my bridge." The Chief Engineer replied: "I have been called on official business by the Chief Officer. Witness then said: "I have sent for the Chief Engineer, in the first place, to witness your actions as Master of the *Manapouri*; in the second place, to see if he was fit to take command of the ship; and, in the third place, to see if he was fit to take you in irons." Captain Wilson again commenced his filthy language and eventually looked at the compass. He said: "What's my ship's head doing, N.N.W.?" Witness replied that he had altered the course. The ship was at that time going slow. Captain Wilson continued using bad language till 10 p.m., and again ordered him to his room. Witness said: "If I go into my room I will not leave it till the ship reaches Hongkong." The Captain then threatened to log him. Witness replied: "All right, do your duty and I will stand the consequences." The weather and the Captain then seemed to quieten down, and went below, asking witness to send him a chit if he saw a light. A few minutes later witness saw a light and sent a chit down. Captain Wilson came up and said: "Well, old fellow, you've got a good eyesight."

Mr. Shenton: If Mr. Wilson's orders had been carried out would there have been a collision, with the loss of the ship and passengers? Witness: Yes.

Captain Davidson: Captain Wilson gave an order N.N.E. If that order had been carried out would there not have been the least possible chance of danger? No, there was great danger.

In reply to Commander Gibson, R.N., Witness stated that no fog signals were blown, either on his ship or on the other ship.

Continuing, witness said that next morning Captain Wilson came and shook hands with him. Witness was obliged to do so, as he did not want to cause any unpleasantness. The Captain admitted that he was drunk on the previous night and that he was wrong, and wished the matter to be dropped. When they reached Saigon Captain Wilson asked him: "Well, old man, is the matter between us over?" Witness replied: "No, I do not think so." Captain Wilson said: "Why, I told my wife it is all over, what will she say?" Witness replied: "That has nothing to do with me." There was a further conversation in the cabin, but witness did not intend to let the matter drop.

Mr. Shenton: It has been suggested you took the *Manapouri* out of the hands of Captain Jenkins. Is that true? Witness: No, Captain Jenkins and I were the best of friends during the two years we were together.

It is also suggested that you took over the command of the *Hollander* in 1894, out of the Captain's hands? Witness said out of a statement from a paper to show the circumstances under which he did this. The incident was similar to the present case.

Witness then recounted several occasions upon which he had seen Captain Wilson under the influence of liquor. At 5.30 p.m. the inquiry was adjourned until 10.30 a.m. to-day.

(Continued at foot of next column.)

## HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. P. C. JENKIN, D.S.P. (REAR-REAR).

## FUNERAL.

All Ranks (other than those on duty) are requested to attend the funeral of the late Detective-Sergeant O'Sullivan, Detective-Sergeant Clarke, and P.C. 410 Mike Singh this afternoon, Thursday, 24th January.

The Force, except those enumerated below, will parade at the Wanchai Market, Queen's Road East, at 4 p.m. sharp. Uniform: Winter. Helmets with spikes; Rifles not to be carried. Inspectors will wear belts and swords. The Band will parade at the same time and place.

Chief Inspector D'Almeida, Staff Inspector Taylor and Fothergill, Inspector Fisher, Moon, Taps, A. E. M. Alves, Silva-Neto, C. M. S. Alves, M. A. Piqueirodo, E. A. V. Ribeiro, and A. C. Botelho will parade for Special Duty at the Roman Catholic Cathedral, 3.15 p.m. sharp.

C. S. M. Wilks, Cr.-Sergeant 664 Goodwin, Ford, Chan Sig U, 48 Kow Yung Kuen, Sergeant 4, George Lee, 537 Rosario, 615 Rosario, 600 Remedios, 781 Rodriguez, 579 Remedios, 519 Batalha, 542 Brito, and 589 Wong Tso Ting will parade for Special Duty at the Mortuary of the Government Civil Hospital at 3 p.m. sharp.

The Mounted Police will parade at No. 5 Station (Fire Brigade Station, Queen's Road Central) at 3.15 p.m. Any Wreaths of flowers that may be sent must arrive at the Monument, Happy Valley, before 4 p.m.

MUSKETEERS' DUTY. The following will attend on Sunday next, January 27th, leaving Blakes Pier at 9 a.m.:—

To Fire.—All of No. 2 Company who have not yet fired. Platoon Commanders will advise the Chief Inspector (Musketry) of all men of their command who are on leave or M.E. covering 27th January.

PARADES.—CRIMINAL SERVICE, 5.30 p.m. The following units will parade under the D.S.P. at Central Station on the dates mentioned. Helmets to be worn. Inspectors will carry Swords.—

Monday, January 28th.—Whole of No. 1 Company.  
Wednesday, January 30th.—Whole of No. 2 Company.

Thursday, January 31st.—Whole of No. 3 Company and Ambulance (with Stretchers).

INSPECTORS AND SERGEANTS. The meeting of all Inspectors and Sergeants ordered for 5.45 p.m. at Headquarters Club on Thursday, January 24th, will take place at 6.15 p.m. on the same date.

PRESIDENTATION. This will follow on the conclusion of the above meeting.

MOUNTED POLICE. All patrols for the week commencing Monday 28th, are cancelled. All ranks will report at Stables at 5.45 p.m. sharp on Wednesday, January 30th, and Friday, February 1st. Uniform with helmets, chains down. By Order, T. F. HODON, A.S.P. (R.) and Adjutant, January 23rd.

called up on official business by the Chief Officer. Witness then said: "I have sent for the Chief Engineer, in the first place, to witness your actions as Master of the *Manapouri*; in the second place, to see if he was fit to take command of the ship; and, in the third place, to see if he was fit to take you in irons." Captain Wilson again commenced his filthy language and eventually looked at the compass. He said: "What's my ship's head doing, N.N.W.?" Witness replied that he had altered the course. The ship was at that time going slow. Captain Wilson continued using bad language till 10 p.m., and again ordered him to his room. Witness said: "If I go into my room I will not leave it till the ship reaches Hongkong." The Captain then threatened to log him. Witness replied: "All right, do your duty and I will stand the consequences." The weather and the Captain then seemed to quieten down, and went below, asking witness to send him a chit if he saw a light. A few minutes later witness saw a light and sent a chit down. Captain Wilson came up and said: "Well, old fellow, you've got a good eyesight."

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(Continued at foot of next column.)



# SENSATIONAL BATTLE WITH THE POLICE.

## THE OFFICIAL REPORT.

### FOUR POLICEMEN KILLED; SIX WOUNDED.

### ONE ROBBER KILLED. TWO WOUNDED AND CAPTURED AND THREE AT LARGE.

#### ARRANGEMENTS FOR THE FUNERAL.

We are now able to publish the official report upon the sensational battle that was waged between the Police and a party of armed desperadoes in Gresson Street on Tuesday.

The official report is as follows:—A party of Police, with Inspector O'Sullivan and Sergeant Clark in charge, went to institute a search for some stolen property at No. 6, Gresson Street, it being believed that the property had been stolen from the Military Quarters in Kennedy Road, recently. While the search was being carried out the robbers shot at and killed the following:—

Inspector O'Sullivan, who had five shot wounds.

P.-s. 87 Clarke, who had four shot wounds.

Both the bodies were found in the back cubicle on the first floor of No. 6, Gresson Street.

Detective Constable No. 38, Kong Kui, killed in the backyard of the ground floor of No. 6, Gresson Street, had four shot wounds.

P.-s. B. 402, Mullah Sing, killed in the courtyard of a Japanese house at the top of Ship Street, whilst chasing one of the armed robbers.

The following were sent to the Government Civil Hospital suffering from gunshot wounds.

P.-s. 63 Wills, shot in the leg whilst in the lane at the back of Gresson Street.

P.-s. Detective Sun Tai, shot in the hand at No. 6, Gresson Street. He formed one of the search party.

P.-s. 157 So Kai, shot in the left side—one of the search party.

P.-s. 29 Kwong Sang, shot in the stomach. He made one of the search party and was found in the house under the bed, in the same room where Inspector O'Sullivan and Sergeant Clark were killed.

P.-s. 45 Tung Wai, from No. 2 Police station, shot in the arm, rounding up the robbers from No. 6, Lun Fat Street.

P.-s. 332 Tamar Singh, shot in the thigh in a Japanese house in Ship Street, where P.-s. Mullah Sing was killed.

The undermentioned robbers have been accounted for:—

One robber was shot in Gresson Street and removed to the Government Civil Hospital severely wounded.

One robber was shot and killed by Sergeant "Kid" Marriott of the Naval Yard Police, near No. 3, Hill Terrace, off Ship Street. This robber had four revolvers in his possession; also a quantity of ammunition. He fired on Sergeant Marriott, and was dressed in European clothing, wearing a blue cotton suit.

One robber shot himself in the kitchen of the ground floor of No. 6, Gresson Street. He was sent to the Government Civil Hospital.

One robber, who ran up the hillside towards Kennedy Road, got away. He is supposed to be the one who shot P.-s. Mullah Sing in Ship Street.

Two robbers are believed to have escaped by way of Praya East while the search party was in No. 6, Gresson Street.

#### INSPECTOR SIM'S REPORT.

Inspector Sim reports that while he was on his way back from the Police Court on Tuesday morning at 11.15 o'clock in a tramcar, he passed Gresson Street and saw a Chinese male lying on the footpath on the east side of the street. He alighted, and went to the man's assistance, when detective Sun Tai informed him that armed robbers were in No. 6 Gresson Street. Inspector Sim immediately telephoned for assistance, and Sergt. McWalter, accompanied by several Indian and Chinese constables, arrived early on the scene. Sergeant McWalter, Detective Constable 85 and Inspector Sim ascended the roof of No. 13, Lun Fat Street, where they saw three robbers going out of the back-house window of the first floor of No. 6, Gresson Street. Whilst the robbers were crawling along the wall between Nos. 4 and 6, Gresson Street, Sergt. McWalter opened fire, which was returned. By this time

the robbers had shot P.-s. 45 Tung Wai, in the arm. P.-s. Tang Wai was one of the party who was firing, in company with P.-s. 42 Li Kwang, from the back verandah of the third floor of No. 6, Lun Fat Street. Two of the robbers then ran out of the back gate to the lane between Gresson Street and Lun Fat Street. Inspector Sim rushed down into Lun Fat Street. On reaching the street two of the robbers turned round and fired. They carried revolvers in both hands, while one man also had a revolver between his teeth. Several rounds were fired at Inspector Sim, who fired five rounds, one of which missed. The robbers then ran by Lun Fat Street into Queen's Road, followed by Inspector Sim. Ultimately they ran into Ship Street and made off in the direction of Kennedy Road. P.-s. 332 and P.-s. 410—both Indian constables—continued the chase after the men. One of the robbers eventually went into Hill Terrace, where he was shot, as stated, by Sergeant "Kid" Marriott. The other man is stated to have escaped.

Inspector Sim ends his report with the comment that all Indians and Chinese constables turned up very smartly and rendered every assistance they possibly could.

#### FUNERAL ARRANGEMENTS.

The arrangements in connection with the funerals of Inspector O'Sullivan, P.-s. Clarke, and the Indian Sergeant constables are as follow. The funeral will take place this evening at 5 o'clock at Happy Valley.

At 3.30 p.m. the bodies of Sergeant Clarke and the Indian constable, which are lying at the Government Civil Hospital Mortuary, will be conveyed to No. 5 Police Station, where the European Sergeants, Indian constables, and other members of the Force will form into a procession. The gun-carriage on which the coffins will be placed will then proceed along to the bottom of Murray Road, where a halt will be made. In the meantime, the Inspectors and senior members of the Hongkong Police Force will arrive at the Roman Catholic Cathedral, and from there take the body of Inspector O'Sullivan, in state, to Garden Road, where they will join the procession following Sergt. Clarke's remains at 3.45 p.m. Inspector O'Sullivan's body will then be placed on the gun carriage, and the cortege will proceed to Wanchai market. A second halt will be made here, to enable the Police Reserves, with their band, to join up. The procession will then make its way to the Sikh Temple, Morrison Hill Road, where the body of the Indian Sergeant will be buried according to Sikh rites. The cortege will next proceed to the Roman Catholic Mortuary, where another halt will be made, and the body of Inspector O'Sullivan will be conveyed to its last resting place, and buried according to the rites of the Roman Catholic Church. Meanwhile, Sergeant Clarke's body will remain on the gun-carriage in charge of a guard-of-honour drawn from the Volunteer Fire Brigade. The burial service of Inspector O'Sullivan will conclude at 5.45 p.m., after which the body of Sergt. Clarke will be taken to the Protestant portion of the Cemetery, where the committal prayers will be recited.

It is requested that all wreaths for the two European police officers be sent direct to the Mortuary, where they will be taken up by the procession. All wreaths for the Indian Sergeant should be sent to the Sikh Temple.

The Police hope that visitors will not press too closely round the graveyards, while the services are being conducted.

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## SPORT.

### BILLIARDS.

#### SOLDIERS' CLUB TOURNAMENT.

The final games of this competition were commenced at the Soldiers' Club on Tuesday night, when the 3 and 4 Platoons of the Police Reserve opposed the "B" Co., H.K.D.C. At the close of play the Police Reserves had gained a very useful lead of 81 points. Scores:—

3 AND 4 P.L.R. "B" CO. H.K.D.C.  
Mr. Guimaraes ... 238 Mr. Ritchie ... 350  
Mr. Sequeira ... 250 Mr. Johnson ... 155

The final game of the tournament will commence this evening at 9.15 p.m., after which Colonel J. R. Young, R.E., will present the cups, medals, etc., to the successful players.

#### ASSOCIATION FOOTBALL.

##### UNITED SERVICES LEAGUE.

#### MIDDLESEX REGT., 9; ROYAL ENGINEERS, 0.

The Engineers fielded a very weak team for this match on the Club Ground, yesterday, being without the services of Strange, Gordon and Clarke. The Middlesex, too, were not quite at full strength.

Millard, on the sappers' right wing, soon got busy after the kick-off, and put a nice centre across the goalmouth which went begging. This wing man was very prominent in this half, and did a lot of useful work for his side. Horton, too, was doing a lot of work for the sappers in the half-back line, and broke up many dangerous movements of the opposing forwards. Walden played nice football for the Infantrymen, being very quick and clever. Townsend had a fine chance to put the R.E. ahead on two occasions, but his shooting was inaccurate. Jarvis and Walden got away for the "Die-Hards," but their effort came to naught, and then Turner diverted a shot from Millard behind the post. A corner followed but with no result. Half-time arriving with both goalkeepers un-

beaten.

The second half was very similar to the first. Of the two goalkeepers Turner had most to do, but he always did it well, and was never really worried. Pascall was the most enterprising forward in the sappers' line in this half, but he was always hustled off the ball before being able to get into a shooting position. Watts had hard lines on one occasion, and, on another, the outside ball was netted, but the winger was ruled off-side. The game ended in a pointless draw. Referee, Mr. Tucker.

HONGKONG LEAGUE, DIVISION.

STAFF AND DEPARTMENTS 2; 83rd CO., R.G.A., 1.

This game, played on the Club Ground, was very even. The defence of each was generally too good for the opposing attack, and it seemed probable that another goalless draw would result. Hammond, however, opened the scoring for the sappers after rather a muddling save by the goalkeeper. Just previously Ellarby had put in a fine shot at the other end, which hit the cross-bar. Before the interval this player, following up a shot which the custodian had saved but was slow in clearing, obtained possession, and put the ball into the net without difficulty, bringing the scores level.

After the interval play continued fast, both goalkeepers having anxious moments. The winning goal came from a good shot by Kirby at outside left. This was the only goal of the half, the Staff and Departments winning by two goals to one. Referee, Mr. Atwell.

#### ROWING.

The Victoria Regatta will be held on February 16th. A programme has been drafted and will be circulated to clubs and units in the Colony.

The principal event is the International Fours, for which, it is understood, three boats will compete, i.e., Portuguese, Dutch and British.

The Inter-Club events are Fours and Pairs, in which Canton, R.H.K.Y.C. and V.R.C. will compete; and the Chairman's Challenge Cup of the V.R.C. for Fours, in which four crews will compete.

TO SWAGGER OUT.

hat the Germans want (says Mr. G. K. Chesterton in the *Illustrated London News*) can be put in very plain and popular words; they want to swagger out of Edgum exactly as they swaggered in when their apologetic call the better thing in Germany is a related attempt to manufacture a magnanimous act out of the frustration of a mean act. Even we were forced to abandon the task, and would be no need for us to abandon the truth, and even if our human apologetic negotiatio (as they do not) our acceptance of something which is not sleep but a dream, our reason could still salute reality.

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## HONGKONG MAGISTRACY.

### THEFT OF POWDER.

A Chinese pleaded guilty to stealing two tins of powder from Watson's Dispensary.

Mr. H. Payne said the defendant had been employed at the Dispensary for seven or eight years and during that time his conduct was most satisfactory.

Mr. Dyer Ball fined defendant \$5, with the alternative of three weeks' hard labour.

### A FALSE CHARGE.

A Chinese tailor charged another tailor with stealing a quantity of cloth cuttings.

Complainant stated that he lost some pieces of cloth on Sunday last, and on Tuesday, while visiting defendant at his stall, he noticed some strips of cloth lying on the counter which he recognised as part of the property lost by him. Complainant informed the Police and had the man arrested.

Defendant denied the theft. He said he was a cloth dealer, and on Tuesday a man came to his stall and sold him the cloth.

Mr. Dyer Ball disbelieved complainant's story and discharged defendant.

### ALLEGED THEFT OF BRANDY AND SOAP.

Eight Malays were charged with stealing seven bottles of brandy and five boxes of scented soap from a steamer belonging to the China Mutual Steam Navigation Company.

It was stated that the defendants were engaged in Singapore to tally the cargo along the Coast ports, and were to be discharged on their return to the port at which they signed on. The steamer left Singapore on the 5th instant and arrived in Hongkong a few days ago. The steamer was carrying a varied cargo, and early on Tuesday morning the Chief Officer had occasion to go to the defendant's cabin, where he found two bottles of brandy on the table, one of which was half-empty. He questioned the defendants as to how they came in possession of the liquor, and they denied all knowledge of the robbery. A search was made and five more bottles of brandy were discovered in their luggage, also several boxes of scented soap.

Defendants stated that they purchased the brandy in Singapore, as an antidote against sea-sickness.

Mr. J. H. Wood remanded the case.

### CREMATINI BODIES WITHOUT PERMIT.

Two Indian, the secretary and caretaker of the crematorium of the Sikh Temple, Morrison Hill Gap Road, were summoned by the Head of the Sanitary Department, for cremating an Indian male without giving notice to the Inspector of the Cemetery, or having a permit from the Head of the Sanitary Department.

Mr. E. Grimaud, who prosecuted, said there had been several breaches of the crematorium regulation recently. He did not think the defendants had intentionally evaded the regulations, and therefore asked for nominal fine to be imposed. According to the regulations cremations should be carried out under the supervision of Inspector Allen, Inspector in Charge of the Cemetery. In the present case the path occurred on a Saturday and deceased was cremated next day, without the necessary permit. Mr. Carmichael added that the Head of the Sanitary Department would not sanction a cremation unless a certificate of the cause of death was produced, or a certificate from the officer in charge of the Public Health, certifying that death was due to natural causes.

Defendants pleaded ignorance of the regulations and expressed their regret.

Mr. Dyer Ball, in imposing a nominal fine of £1 each, directed the defendants to sue the regulation so that similar breaches of the law might not occur in the future.

TO SWAGGER OUT.

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## INTIMATIONS.

# LANE, CRAWFORD

## AND COMPANY.

WE HAVE JUST RECEIVED A NEW STOCK OF

# "OAKMORE" BOOTS AND SHOES

## MEDIUM WEIGHT SHOES

IN BLACK AND BROWN.

## HAND-SEWN MARCHING BOOTS

AND

## GOLF SHOES.

THE "OAKMORE" IS A THOROUGHLY RELIABLE ENGLISH MAKE. WE GUARANTEE EVERY PAIR.

# LANE, CRAWFORD & CO.

## SHERWIN-WILLIAMS

### PAINTS & VARNISHES.

#### S. W. P.—PREPARED PAINT.

FLAT-TONE—A fat oil paint for interior decoration.

CONCRETE FINISH—The ideal paint for concrete and plaster walls.

WORLD BRAND ZINC—28 lb. pails.

"OLD DUTCH" ENAMEL.



## NEW ADVERTISEMENTS

## TO LET—FURNISHED.

**"CRAGSIDE,"** 149, Barker Road, Peak, for 5 months from 7th June next. Apply—**A. H. SKELTON,** Care of LANE, CRAWFORD & CO. [1548]

## FOR SALE.

**VANCOUVER ISLAND.** British Columbia. A reasonable price. A Gentleman's residence, attractively situated, on the sea. House fully modern, one acre of laid-out garden and lawn. Fruit trees in full bearing. Excellent water and drainage. Golf, tennis, boating and fishing. For further particulars apply to—**Box No. 2319, Care of "Daily Press" Office.** [1517]

## BILLIARD CHAMPIONSHIP OF THE COLONY.

(Under the Auspices of the V.I.C.) Preliminary Games ..... 350. Final ..... 500. All games to be played at the V.I.C. Winner of the competition to meet **Sgt. W. F. Fitt** in a game of 1000 up. Entrance fee ..... \$2. Entries close to **Mr. R. C. WITCHELL,** Hon. Secretary of the V.I.C., on the 31st inst. Prizes—Championship Cup, Winner of Competition, Runner-Up, and for the Highest Break. [1548]

## THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

**THE** Directors of the above Company have declared an **INTERIM DIVIDEND** of 2 (equal to 3/- per Share) on the Preferred Ordinary Shares and 8% (equal to 6/- per Share) on the Deferred Ordinary Shares calculated at the rate of 3/14 per Dollar. Dividends are free of income-tax for those Shareholders on the Colonial Register, and will be payable on and after **FRIDAY, 16th February, 1918,** at the Company's Office, **TRADE MARK BOOKS** of this Company will be **CLOSED** from **THURSDAY, 7th February, to THURSDAY, 14th February,** both days inclusive. **JARDINE, MATHESON & Co., Ltd.,** General Managers. Hongkong, 23rd January, 1918. [1549]

## NOTICE.

**THE** Board of Directors, **CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.,** have appointed the undersigned as **MANAGER** of the Company, dating from 1st January, 1918. For the **CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.,** **H. S. BENNETT,** Manager. Hongkong, 22nd January, 1918. [1544]

## THE EASTERN EXTENSION, AUSTRALASIA &amp; CHINA TELEGRAPH COMPANY, LIMITED.

**MR. J. KENNEDY GIBSON** will be in Charge of the above Company's business at this port from To-day and until further Notice. **J. M. BECK,** Superintendent. Hongkong, 22nd January, 1918. [1540]

## G. R.

## WAR DEPARTMENT CONTRACTS.

**SEALED TENDERS** will be received at the Headquarters Office, Victoria Barracks, Hongkong, until 12 o'clock Noon on the date stated for the Undermentioned Services for a period of Twelve Months from 1st April, 1918:—  
Fuel and washing, 15th February, 1918.  
Forage and Indian Supplies, 20th Feb., 1918.  
Mess & General Supplies, "A," 22nd Feb., 1918.  
General Supplies, "B," 23rd Feb., 1918.  
Hospital supplies, 1st March, 1918.  
Barrack services, 4th March, 1918.  
Transport Services, 5th March, 1918.  
Forms and other particulars may be obtained personally at the above Office between the hours of 10 A.M. and 1 P.M. [1541]

## HONGKONG JOCKEY CLUB.

**MEMBERS** and the Public are hereby notified that **Mr. H. C. SANDRICH**, for many years Hon. Treasurer of the Hongkong Jockey Club, having expressed his wish to be relieved from that Office, his resignation has been accepted. Messrs. **LINSTEAD & DAVIS** have been appointed Secretaries and Treasurers to the Club as from the 10th January. Members who have not yet paid their subscriptions for the current season are requested to make payment to Messrs. **LINSTEAD & DAVIS**, who are hereby authorized to collect all monies due to the Club and will in future disburse funds in settlement of accounts owing. Messrs. **LINSTEAD & DAVIS** will issue to Members and Members' Ladies Tickets of admission to the grand stand and enclosure and will be in charge of the sale of Admission Tickets for the general public which may be obtained as heretofore from Messrs. **KILBY & WATSON, Ltd.,** or at the gate on Race Days. By Order, **T. F. HOUGH,** Clerk of the Course, Hongkong Jockey Club. [1507]

## CANTON—C.M.S. GIRLS' BOARDING AND DAY SCHOOL.

**ST. HILDA**—East Parade Ground. Principals—Miss **RENDELACK, M.A.,** Dip. Ed. School Re-opens January 10th, 1918. Through English and Chinese Education. Fees moderate. [1449]

## INTIMATIONS

## NOTICE.

**A. S. WATSON & CO., LTD.** **ONE CERTIFICATE** for One Hundred Shares Nos. 20241 to 20340 inclusive in this Company, standing in the name of **Mr. HECTOR V. FARRISON**, has been **LOST**, and if at the expiration of one month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged. **A. S. WATSON & CO., LTD.,** Hongkong, 16th January, 1918. [1530]

## NOTICE.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.** **THE CERTIFICATE** No. 491 for Twenty Shares Nos. 12038/12055 in this Company, registered in the name of **WILLIAM ALBERT VANDERMAST**, has been **LOST**, and if at the expiration of one month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other or others will be acknowledged. **C. MONTAGUE EDE,** General Manager. Hongkong, 1st January, 1918. [1491]

## THE WEST POINT BUILDING CO., LIMITED.

**NOTICE IS HEREBY GIVEN** that the **THIRTIETH ORDINARY MEETING** of **SHAREHOLDERS** in this Company will be held at the Office of Messrs. **JARDINE, MATHESON & COMPANY, LIMITED**, on **TUESDAY, 29th January, 1918,** at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917. **THE REGISTER** of **SHARES** of the Company will be **CLOSED** from **SATURDAY, 19th, to TUESDAY, 29th January, 1918** (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Board of Directors, **A. SHELTON HOOPER,** Secretary to the Company. HONGKONG LAND INVESTMENT & AGENCY CO., LTD., General Agents for the West Point Building Co., Ltd. Hongkong, 11th January, 1918. [1507]

## THE HONGKONG CENTRAL ESTATE, LIMITED.

**NOTICE IS HEREBY GIVEN** that the **FOURTH ORDINARY MEETING** of **SHAREHOLDERS** in the Office of Messrs. **JARDINE, MATHESON & COMPANY, LIMITED**, on **TUESDAY, 29th January, 1918,** at 11.15 A.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917. **THE REGISTER** of **SHARES** of the Company will be **CLOSED** from **SATURDAY, 19th, to TUESDAY, 29th January, 1918** (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Board of Directors, **THE HONGKONG CENTRAL ESTATE, LIMITED.** **A. SHELTON HOOPER,** Secretary to the Company. HONGKONG LAND INVESTMENT & AGENCY CO., LTD., General Agents for the Hongkong Central Estate, Limited. Hongkong, 11th January, 1918. [1508]

## THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

**NOTICE IS HEREBY GIVEN** that the **THIRTIETH ORDINARY MEETING** of **SHAREHOLDERS** in the Company will be held at the Office of Messrs. **JARDINE, MATHESON & COMPANY, LIMITED**, on **TUESDAY, 29th January, 1918,** at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917. **THE REGISTER** of **SHARES** of the Company will be **CLOSED** from **SATURDAY, 19th, to TUESDAY, 29th January, 1918** (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Board of Directors, **A. SHELTON HOOPER,** Secretary. Hongkong, 11th January, 1918. [1509]

## THE HONGKONG LAND RECLAMATION CO., LTD.

**NOTICE IS HEREBY GIVEN** that the **SEVENTEENTH ORDINARY MEETING** of **SHAREHOLDERS** in this Company will be held at the Office of Messrs. **JARDINE, MATHESON & COMPANY, LIMITED**, on **TUESDAY, 29th January, 1918,** at 12.15 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917. **THE REGISTER** of **SHARES** of the Company will be **CLOSED** from **SATURDAY, 19th, to TUESDAY, 29th January, 1918** (both days inclusive), during which period no Transfer of Shares can be Registered. By Order of the Board of Directors, **MOWBRAY S. NORTHCOTE,** Secretary. Hongkong, 11th January, 1918. [1510]

## HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

**NOTICE TO SHAREHOLDERS.** **THE NINETY-EIGHTH ORDINARY MEETING** of **SHAREHOLDERS** in the Company will be held at the Office of the Company, **Edinburgh House**, on **TUESDAY, 29th January, 1918,** at 10 o'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. **THE TRANSFER BOOKS** of the Company will be **CLOSED** from the 4th to 19th February, 1918, both days inclusive. By Order of the Board of Directors, **JOHN ARNOLD,** Acting Secretary. Hongkong, 21st January, 1918. [1535]

## INTIMATIONS

## MOTOR CAR TRIPS IN KOWLOON AND NEW TERRITORY.

**THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.** undertake the conveyance of **MOTOR CARS** (at owners' risk) between **HONGKONG** and **KOWLOON** in their Special Crane Lighter Cradles for Motor Cars provided. Faree each trip **\$8.00** per car, to be paid to lighterman. Lighter will leave daily as under: Prays north of **PUBLIC FERRY, Kowloon.** Prays at **PORTMAN STREET, HONGKONG.** 1.00 P.M. 8.00 A.M. 5.00 P.M. 2.00 P.M. [1536]

## THE WEST RIVER BRITISH STEAMSHIP COMPANY.

**NOTICE IS HEREBY GIVEN** that the above Company having **CEASED** to operate the Steamers "LINTAN," "SANTU," "NANNING," and "HAIKIAN," all Conditions and others having any bearing against the Company are required to send particulars thereof (a) in Hongkong, to Messrs. **BUTTERFIELD & SWIRE, Hongkong;** (b) in Canton, to Messrs. **DRAGON & CO., Canton;** in connection with business of the Company at that port; and (c) in connection with West River Ports to Messrs. **JARDINE, MATHESON & Co., Ltd., Canton;** and in every case before the Fifteenth day of February, 1918, after which date no claims can be recognized. Hongkong, 14th January, 1918. [1519]

## STRAITS MERCHANT SERVICE GUILD.

**DISPENSARY** Buildings, Raffles Place, Singapore, are **HONORARY AGENTS** of the **INTERNAL MERCHANT SERVICE GUILD**, whose subscription are received, new members are enrolled and all Members are welcomed as Visitors during their stay in port. [1538]

## WANTED.

**TAILORS, CUTTER and SALESMAN** to Manage Branch Business. Good opportunity for Capable Man. Apply—**Box 1246, c/o Peking & Tientsin Times** Tientsin. [1534]

## HOUSES TO LET

**TO LET.** **FURNISHED FLAT** in Regent Mansions, May Road. Possession early in May next. Apply to—**HENRY HUMPHREYS,** Alexandra Buildings. [1535]

**TO LET.** **ONE LARGE GODOWN** situated Prays East M. L. No. 42. Apply to—**N. MOODY & Co.** [1531]

**TO LET.** **FURNISHED HOUSE** at Mount Davis, Pokfulam Road for February, March or April. Rent moderate. Apply—**H. R. GOLDSMITH, P.W.D.** [1515]

**TO LET.** **OFFICES** in York Building. **HOUSES** on Shamshu, Canton. Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.** [152]

**TO LET.** **IMMEDIATE** on 75, Four try desirable **SHOPS**, situated in Four Street, opposite the Grand Hotel, recently reconstructed. For rent and other particulars apply to—**THE MANAGER, HONGKONG ICE CO., LTD., 48, Connaught Road Central.** [900]

**TO LET.** **A FLAT** in Nathan Road, Kowloon. **FOUR ROOMED HOUSES** in Kowloon. Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.,** Alexandra Buildings. [573]

**WANTED.** **TWO or THREE LARGE OFFICE ROOMS** in Central Locality. First floor preferred. Apply to—**TONG HENG & Co., 15, Queen's Road Central.** [153]

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**BIRTH.** **HOLER.** At Kulangsu, Amoy, on January 16th, to Mr. and Mrs. **AUBREY HUISE,** of Shanghai, a son.

**MARRIAGE.** **BROWN-GILLIS.** At St. John's Cathedral, on 23rd January, by the Rev. F. G. B. Hastings, R.N., N. S. **BROWN** to **SARA GILLIS.** [1545]

**HONGKONG OFFICE:** 16a, Des Voeux Road, O. **LONDON OFFICE:** 191, FINSBURY SQUARE, E.C.

## The Daily Press.

HONGKONG, 24TH JANUARY, 1918.

## THE BATTLE OF GRESSON STREET.

From the official report it is evident that the pitched battle in Gresson Street on Tuesday—when the forces of law and order were stubbornly defied from eleven o'clock in the morning until three o'clock in the afternoon by a gang of desperadoes armed to the teeth and entrenched in a house—was even more serious than was at first supposed. Four members of the Police Force—two Europeans and two Indians—were killed, and six—one European, one Indian, and four Chinese—were wounded. Of their assailants, one was killed, one was wounded, and one shot himself rather than surrender, while three others are believed to be at large, though the grounds upon which the number of the outlaws is limited to six are not stated. The facts are that a party of police went to No. 6, Gresson Street in order to search for some property which was stolen a few days previously from the Military Quarters in Kennedy Road, and Inspector **O'BULLIVAN** and Sergeant **CLARK**, who were in charge, were shot dead upon entering a cubicle on the first floor at the back of the house, while three Chinese, who accompanied them, were wounded but managed to escape with their lives. It would be interesting to know at what hour the raid was made and the number of men who took part in it, because that would show what opportunity the malefactors had to get away. Information of the tragic occurrence was telephoned to the Central Police Station by Inspector **SIM**, who, passing along Prays East in a tram-car at about a quarter past eleven o'clock,

noticed a Chinese man lying on the foot-path in Gresson Street and promptly went to his aid. Evidently it would seem that it was merely by chance that the situation was revealed to the authorities. Reinforcements were hurried to the spot, and a regular siege ensued, which lasted for upwards of three hours, although it would appear that for the greater part of this time the invested force consisted of not more than two men and possibly only one. The Police, who showed the greatest courage, had no means of ascertaining the strength of the force opposed to them, and the freedom with which their fire was returned from different parts of the beleaguered building justified the belief that it was much greater than proved to be the case. They were further handicapped by the possibility that their colleagues might still be alive and by the certainty that there were other inmates of the house. In the meantime an attack was opened from the roof and verandah of houses in Lun Fat Street, on three of the robbers, who were seen to be clambering along the back wall between Nos. 4 and 6, Gresson Street. The fire was returned with good effect, a Chinese constable being wounded in the hand. Two of the robbers, literally armed to the teeth, then ran out of the gate into the lane between Gresson Street and Lun Fat Street, and, after an exchange of shots made off in the direction of Kennedy Road, followed by two Indian constables, one of whom was killed while the other was wounded. One of the fugitives was shot fatally by Sergeant **MARBIOTT**, of the Naval Yard Police, but the second made good his escape. Two other members of the gang are believed to have made off along the Prays East, while the search party was in No. 6, Gresson Street, but, as we have already pointed out, there is nothing to show the exact number of those who eluded capture. It is impossible to review the facts of this terrible tragedy without forming certain conclusions. One is that when men are sent to discharge dangerous duties they should be adequately equipped with the means of self-defence. In the present case the unfortunate victims are understood to have entered a robbers' den unarmed, and although it may be argued that serious resistance was not anticipated, that is no excuse for neglecting reasonable precautions. At the same time a reserve force should be stationed outside any building that is to be searched in order to give the alarm and go to the rescue in the event of trouble. Tuesday's outrage may be unprecedented, but that is no guarantee that it may not be repeated unless drastic steps are taken to prevent it. There have been a number of gang robberies and piracies in and around Hongkong of late, and while the neighbouring provinces remains in its present disturbed condition and Asiatics are free to come and go without any of the restrictions imposed upon Europeans it behoves the authorities to be upon their guard. The regulation forbidding the importation of arms and ammunition should be rigorously enforced and those found guilty of transgressing it should be severely punished. The robbers' stronghold in Gresson Street was a veritable arsenal, and this suggests extensive smuggling. Obviously no further reduction must be permitted in the European section of the Regular Police Force, and if it be not possible to make additions to it until the end of the war, the present policy of discouraging Europeans from joining the Police Reserve in order to incorporate them in the local Defence Corps might well be re-considered. Moreover, the members of the Reserve should be given instruction in the use of the weapons with which they are armed for night patrols. At present when they go on duty they are handed revolvers of different patterns, the mechanism of which they may not understand in the least. In these circumstances, if confronted with such expert shots as the Gresson Street desperadoes proved themselves to be, their chances would be poor indeed.

The Union Insurance Society of Canton, Limited, has sent \$1,000 to the Halifax Relief Fund. Mr. H. C. Gray, of the Staff of the Union Insurance Society of Canton, Ltd., has been awarded the Military Cross at the front. Mr. Denman Fuller's Recital at Government House, originally fixed for Monday week, has been unavoidably postponed until Monday, February 18th.

The prizes at the Diocesan Girls' School will be distributed by Mrs. Lander on Thursday, January 31st.

Second Lieutenant Claude Trenchard Davis, of the Queen's Own Royal West Kent's, son of Mr. Trenchard Davis, left England for France on the 15th instant.

The Hon. Mr. C. E. Anton, of Messrs. Jardine, Matheson & Co., Ltd., and Mr. M. J. Brett, for five years past, **HERM.** Vice-Consul at Hankow, have, says the *N. C. Daily News*, been appointed by the Foreign Office Assistant Delegates of Great Britain on the Tariff Revision Commission.

We deeply regret to learn, says the *N. C. Daily News*, that news has been received in Peking of the sudden death of Mrs. T. E. Clarke, only daughter of Sir John and Lady Jordan. Mrs. Clarke died unexpectedly in her sleep. She had many friends in North China, and it was in Peking that she met and became engaged to her husband, Brigadier-General T. E. Clarke, who was then a Major in the Royal Inniskilling Fusiliers. The greatest sympathy is extended to Sir John and Lady Jordan and their son-in-law in their bereavement.

## CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI" SAN PO.]

## AN OFFER TO LUK WING-TING.

PEKING, January 23rd. Wong Chien-yuan, has wired to the Provinces stating that if the Provinces cannot trust him he will resign with Li Chuan, and Chan Kwang-yuan. Government has wired to Wong Chien-shang announcing that Li Luk Wing-ting will cancel the self-government of the two Kwangs. The President will appoint him special messenger of Kwangtung, Kwangsi, and Hunan.

The Government, wired to the South-West that Parliament cannot be restored and that Tuan Chi-jui, Tuan Chi-kwei and Liu Chun-ho cannot be dismissed. Lung Chai-kwong has reported that his army has gained a victory at Kai Crow, and asks that decorations may be conferred upon his officers.

## CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI" SAN PO.]

## CANTON, January 23rd.

**GENERAL LUNG'S TRANSPORT SUNK.** The commander of the gunboat *Kweng-yuk*, who was sent to watch the entrance at King-chow, has wired to the authorities stating that when his boat was patrolling the On Hoi waters, one of General Lung's transports named *Wing-shan* came in sight. The transport was ordered to stop, but she refused and was fired upon and sunk.

**MILITARY MOVEMENTS.** Four armies under different leaders have been despatched to oppose Lung's troops.

**GENERAL LUNG'S VICTORIES.** The authorities have received reports from Ko-chow stating that commander Shum Hung-ying, assisted by a Kwangsi army, has attacked Fa-chow (adjacent to Ko-chow) which was captured by Lung's troops on the 20th inst. There was serious fighting.

Further reports state that Ko-chow was captured by General Lung's troops this morning after a few hours' fighting. It is also said that Yan Ping district city was captured by General Lung's army yesterday.

**GENERAL LUNG'S MILITARY POWER.** The forces of General Lung are stated to be distributed as follows:—Lui-chow eight regiments, commanded by Li Karp-pan; Yeung-kung and Ko-chow—about eleven regiments, commanded by Wu Ling-sun. There are also said to be more than ten regiments in King-chow.

**SINO-JAPANESE LOAN.** The Intelligence Bureau of Canton, reports:—On hearing that the Peking Government is contemplating to contract a loan for \$10,000,000 with the Japanese, giving the Bank of China as security—that is to share the exclusive rights of the bank with the Japanese—the leaders of the South-West as well as the National Assembly in extraordinary Session have formally protested, requesting the Japanese Diet to prevent further negotiation on the matter.







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	East Coast of Sumatra.	

THERAPION.		
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	East Coast of Sumatra.	

## IRELAND.

### MR. REDMOND'S CRITICISM OF THE EXECUTIVE AND MILITARY- GOVERNMENT REPLY.

In the House of Commons, recently,  
Mr. J. Redmond moved: "That this  
House deplores the policy which has  
been pursued, and is being pursued,  
by the Irish executive government and  
the Irish military authorities at a time  
when the highest interests of Ireland  
and the Empire demand the creation  
of an atmosphere favourable to a calm  
and careful result of the deliberations  
of the Irish Convention."

He said:—My one and only motive in  
moving this resolution is to ward off if  
I can, and if not, at any rate, to  
minimise, what I consider to be a very  
grave and increasing menace to the suc-  
cessful ending of the Irish Convention.  
The present situation in Ireland is one  
of extreme gravity, and I feel certain  
that I am representing the view of very  
many men of all classes in that country  
when I say that the successful ending of  
the Irish Convention is the only hope  
that stands between our country and a  
period of chaos, indeed probably of  
anarchy, the like of which has not been  
known in the history of Ireland for a  
century.

This Convention undoubtedly is  
the most representative body of Irish-  
men who have met in Ireland for a cen-  
tury. The Convention has been sitting  
in secrecy. That secrecy was necessary,  
otherwise there could not have been that  
complete frankness of expression that has  
taken place. But I say deliberately that  
if every word uttered at that Convention  
could be published to-morrow in the  
Irish press, the result would be a  
redoubt to the credit of Ireland, and  
would prove how Irishmen who have been  
bitter and life-long antagonists could dis-  
cuss their difficulties with dignity, good  
temper, and with a single desire to unite  
in a scheme for the better government of  
their country. (Cheers.) So far as I  
know and believe, there were no wreckers  
inside that Convention, whatever there  
may be outside, and I take the liberty of  
saying that no section of that assembly  
has shown by their speeches and their  
actions a more sincere desire for a reason-  
able settlement than the delegates  
from Ulster. (Cheers.) Many of our  
difficulties on both sides have been miti-  
gated, and some perhaps removed. We  
have now reached this critical stage, when  
a small number of our body has been  
appointed to draft a scheme of settle-  
ment, in which an effort will be made  
to meet all the difficulties and all the  
dangers which have disclosed themselves  
in the discussions, and to arrive, if pos-  
sible, at a unanimous agreement for the  
future government of Ireland. (Hear, hear.)

Now would it not be little short  
of a crime to Ireland, and equally to the  
Empire, if at this moment any policy  
were to be pursued outside the Conven-  
tion to mar and wreck its future? Is  
this assembly, I repeat, in its delibera-  
tions and its decisions, and especially if that arises  
through any policy outside its walls, it  
would have been far better for Ireland  
and for the Empire that it had never  
met.

"PROVOKING THE PEOPLE."

Everyone knew that the country could  
not be tranquillised in a day, and that  
provocative and violent and perhaps  
illegal things would be done for some  
time up and down the country, but it  
was to give the Convention and the  
Government a chance, it was essential  
that those in authority in Ireland should  
act with the utmost caution, tact, fore-  
bearance, and leniency, and should care-  
fully abstain from provocative action  
calculated to lead to defiance or violence  
of any sort or kind. I am sorry to say  
that course has not been followed by  
those in authority in Ireland. Many of  
their acts while the Convention was sit-  
ting would lead one to suppose that  
their desire was to provoke and justify  
the Sinn Feiners, and by every means  
in their power to make more difficult  
the task of the Convention. They went  
out of their way over and over again  
to challenge the Sinn Feiners, and then,  
having allowed themselves to be defied  
by the Sinn Feiners, they have irritated  
the public by tactics, unnecessary, and  
perfectly silly measures of repression,  
until finally they have succeeded in in-  
flaming passions in Ireland to a worse  
pitch than perhaps since the rising of  
1916. They have done nothing but pro-  
voke and irritate the people, with the  
result that they have been defied every-  
where by everybody. Under this treat-  
ment Sinn Feinism rejoices, progresses,  
and grows strong.

As to the seizure of arms, I express no  
opinion whether it would not be a better  
thing if the arms of everybody in the  
country were taken into safe custody. But  
what did the Government do? The Govern-  
ment has not attempted to take the arms  
of the Ulster Volunteers nor of the Sinn  
Fein Volunteers, but it has raided every  
hall and every private house through the  
country where National Volunteer arms  
could be found, and have seized them.  
Is there any sense or meaning in these  
proceedings? The motion speaks of the  
Irish executive and the Irish military  
authorities, but I honestly do not know  
who governs Ireland to-day. I do not  
believe that the Chief Secretary has  
allowed himself to be made responsible  
consciously for the things I have describ-  
ed. I know his anxiety about the result  
of the Convention, as deep as I believe, as  
my own. I know he says that wise doc-  
trines are incompatible with provocation  
and irreconcilable passions; that out-  
side. He must have the power of con-  
trolling these things, and I have moved  
this resolution for the purpose of asking  
him to exercise that power. I ask that  
for the sake of Ireland, and equally for  
the sake of the Empire. He knows what  
confusion and chaos and worse we have  
facing us if this Convention breaks down.

Mr. Duke: I do not believe that there is a  
conscious enemy of the Irish Convention  
among those engaged in the Executive  
over whom I have the honour to preside.  
As to the atmosphere of good will which  
the Government sought to create in Ire-  
land, the most eloquent fact is the posi-  
tion in which Ireland stands at the pre-  
sent time with regard to the conflict  
which is filling the world with misery.

From that conflict Ireland is practically  
immune. (Hear, hear.) There is no  
prosperity in the great industries, such  
as the country has never, I believe, known  
as at any time. The country's services are  
maintained; its supplies are cared for.  
Another outstanding fact is that 200,000  
young men of Ireland are being enrolled  
by avowed enemies of the Empire and  
of the Allies for the purpose of creating  
a new rebellion in Ireland. (Cheers.)

I say that except for the period of  
severity in Ireland, Ireland has advantages  
which are not shared by any other com-  
munity in Europe. (Cheers.) Peace at  
home, except for Sinn Fein, prosperity  
at home. These charges against the  
Government are not well-founded. Such  
is the tyrannical character of this Ad-  
ministration that to-morrow and next  
day there is to be held by these people  
who seek to set up a new admini-  
stration in Ireland what they are pleased  
to call a Sinn Fein Convention, at which  
they intend, as I understand, to resolve  
upon and promulgate the necessary  
methods for these revolutionary changes.  
The Government cannot be indifferent to  
conduct of that kind. (Cheers.)

There was a movement for secession to  
be carried out if need be by force. The  
Government invited spokesmen of what  
is called Sinn Fein to come into the  
Irish Convention, and advocates thereof  
doctrines which have been detected in the  
form of academic warfare is carried on.  
(Hear, hear, and laughter.) But after  
every allowance has been made, there is  
no doubt we are face to face here with  
a most serious and most dangerous  
peril. The Irish Executive having, upon  
the one hand, the duty of being every-  
thing in its power to insure the success  
of the Convention, and on the other  
hand, the paramount responsibility of  
not permitting a recurrence of such  
events as those which unhappily took  
place in Easter of last year—the Irish  
Executive is, as compared with its own  
past, in a position of exceptional diffi-  
culty.

The Chief Secretary is naturally ex-  
posed to a crossfire of criticism. On the  
one hand, there are those who single out  
acts of the Executive which seem to them  
to err on the side of repression, or at any  
rate of inconsistency. On the other hand,  
there are those who think that the Irish  
Executive is criminally weak for not  
taking more effective and more direct  
action in the suppression of the Sinn  
Fein movement. It is very difficult for  
anybody, however wise he may be, to steer  
an even keel in such stormy cross-cur-  
rents. No one, I am certain, can  
suspect the Chief Secretary of any inten-  
tion, by provocation or any executive  
action, to interfere with the prospects of  
the success of the Convention. There is  
no man in the whole United Kingdom  
who is more vitally interested than he in  
its success.

Mr. W. O'Brien maintained that the  
Chief Secretary had failed to produce  
an atom of real evidence that there was  
any more danger of another armed re-  
bellion in Ireland at the present moment  
than there was of the sky falling, unless,  
of course, the Government were to force  
conscription, when the people would fight  
to their last gasp.

LABOUR'S VIEW.

Mr. O'Grady supported Mr. Redmond's  
motion on behalf of the Labour party.  
He had never heard such a tragic state-  
ment of the failure of British Govern-  
ment as the statement of this Chief Sec-  
retary. No other white nation would  
have put up with the government Ire-  
land had had for the last 100 years. The  
English people never could, and never  
would, understand Irish psychology.  
The great majority of British people  
wanted the Irish to govern themselves.  
When he was in Russia he was often ask-  
ed when he pleaded that we were fighting  
a war of liberation. "What about Ire-  
land?"

Mr. Barrie, a Unionist delegate to the  
Convention, said if the Convention were  
able to arrive at a settlement a General  
Election must necessarily follow, and in  
the present temper of these provinces  
what class of men would be put in a  
position of responsibility in Ireland?  
That was a grave and serious problem,  
so much so that present delegates to the Con-  
vention could see no reassuring answer.

FIRM ACTION NECESSARY.

Mr. Lloyd George: I have read the  
speeches of the hon. member for East Clare  
(Mr. de Valera). They are calm, de-  
liberate, and I might almost say cold-  
blooded incitements to rebellion. He  
delivered them not merely upon one occa-  
sion. He has repeated them at meetings  
after meetings, almost in the same stand-  
ing, urging the people to train, to mas-  
ter their rifles, to study the mechanism  
of them, in order that whenever they  
were supplied with rifles they should be  
able to use them efficiently, and also to  
manufacture pikes for purposes which  
are not obscure in the least, but quite  
clearly indicated in his speeches. That  
is not a case of violent, abusive, and  
excitable language. It is the case of a  
man of great ability, of considerable in-  
fluence, deliberately going down to a  
district where he possesses the greatest  
influence, as indicated by the recent elec-  
tion, to stir people up in rebellion  
against the authorities. It is not as if  
a British Government had not recent ex-  
perience of what this may lead to. No  
one can say that Mr. Duke's predecessor  
indulged in any provocation. (Laughter.)  
That is the last charge anyone  
would bring against him. He avoided it  
either in word or in deed. (Hear, hear.)  
And he did so because he was anxious to  
create, or rather to preserve, the neces-  
sary atmosphere in Ireland for recruit-  
ing and generally for assisting the war.  
What happened? Drilling went on, arm-  
ing went on, speeches of this kind were  
delivered, and they ended in one of the  
worst tragedies in the history of Ireland.

GERMAN RIFLES.

The Government cannot possibly forget  
that happened only about eighteen  
months ago. How can we forget when  
speeches of the same kind—no worse  
speeches are delivered; when you get  
exactly the same sort of drilling, and the  
same sort of information about intrigues  
to get German rifles into Ireland? It  
must not be forgotten that German rifles  
were very nearly brought in at that time.  
How can the Government, eighteen  
months after that event, treat intrigues,  
speeches of this kind, drilling, the man-  
ufacture of arms, as if they were merely  
incidents, and the sort of excitable

Brigadier-General Page-Craft: Why  
is De Valera at large?

Mr. Duke: I thought I had demon-  
strated that for more political con-  
sideration, however extreme, while a  
constitution for Ireland is in the making,  
and while great masses of Irishmen are  
satisfied that they can keep it within  
bounds, and reconcile it with safety,  
there shall be no arrest which can be  
avoided. Nothing would be more helpful  
to the propaganda of secession. There  
have been no arrests except of people who  
incited to violence, or the deliberate  
framing of public safety. There will  
be no arrests so far as I am concerned,  
except within those narrow limits. So  
far as I am concerned, the failure of this  
Convention would be the failure of all  
the hopes with which I consented against  
my will to take part in Irish affairs. I  
also believe no man in the Government  
more sincerely desires the success of the  
Convention than Sir E. Carson.

MR. ASQUITH.

Mr. Asquith: There has always been  
in Ireland a good deal of what I may  
call rhetorical and contingent belli-  
gerency. (Laughter.) It is desirable  
that people who take long views and have  
studied Irish history in the past, and  
who from that study are able to form  
something in the nature of a forecast of  
Irish development in the future, should  
discount a great deal of the habits of  
traditional academic warfare is carried on.  
(Hear, hear, and laughter.) But after  
every allowance has been made, there is  
no doubt we are face to face here with  
a most serious and most dangerous  
peril. The Irish Executive having, upon  
the one hand, the duty of being every-  
thing in its power to insure the success  
of the Convention, and on the other  
hand, the paramount responsibility of  
not permitting a recurrence of such  
events as those which unhappily took  
place in Easter of last year—the Irish  
Executive is, as compared with its own  
past, in a position of exceptional diffi-  
culty.

The Chief Secretary is naturally ex-  
posed to a crossfire of criticism. On the  
one hand, there are those who single out  
acts of the Executive which seem to them  
to err on the side of repression, or at any  
rate of inconsistency. On the other hand,  
there are those who think that the Irish  
Executive is criminally weak for not  
taking more effective and more direct  
action in the suppression of the Sinn  
Fein movement. It is very difficult for  
anybody, however wise he may be, to steer  
an even keel in such stormy cross-cur-  
rents. No one, I am certain, can  
suspect the Chief Secretary of any inten-  
tion, by provocation or any executive  
action, to interfere with the prospects of  
the success of the Convention. There is  
no man in the whole United Kingdom  
who is more vitally interested than he in  
its success.

Mr. O'Grady supported Mr. Redmond's  
motion on behalf of the Labour party.  
He had never heard such a tragic state-  
ment of the failure of British Govern-  
ment as the statement of this Chief Sec-  
retary. No other white nation would  
have put up with the government Ire-  
land had had for the last 100 years. The  
English people never could, and never  
would, understand Irish psychology.  
The great majority of British people  
wanted the Irish to govern themselves.  
When he was in Russia he was often ask-  
ed when he pleaded that we were fighting  
a war of liberation. "What about Ire-  
land?"

Mr. Barrie, a Unionist delegate to the  
Convention, said if the Convention were  
able to arrive at a settlement a General  
Election must necessarily follow, and in  
the present temper of these provinces  
what class of men would be put in a  
position of responsibility in Ireland?  
That was a grave and serious problem,  
so much so that present delegates to the Con-  
vention could see no reassuring answer.

FIRM ACTION NECESSARY.

Mr. Lloyd George: I have read the  
speeches of the hon. member for East Clare  
(Mr. de Valera). They are calm, de-  
liberate, and I might almost say cold-  
blooded incitements to rebellion. He  
delivered them not merely upon one occa-  
sion. He has repeated them at meetings  
after meetings, almost in the same stand-  
ing, urging the people to train, to mas-  
ter their rifles, to study the mechanism  
of them, in order that whenever they  
were supplied with rifles they should be  
able to use them efficiently, and also to  
manufacture pikes for purposes which  
are not obscure in the least, but quite  
clearly indicated in his speeches. That  
is not a case of violent, abusive, and  
excitable language. It is the case of a  
man of great ability, of considerable in-  
fluence, deliberately going down to a  
district where he possesses the greatest  
influence, as indicated by the recent elec-  
tion, to stir people up in rebellion  
against the authorities. It is not as if  
a British Government had not recent ex-  
perience of what this may lead to. No  
one can say that Mr. Duke's predecessor  
indulged in any provocation. (Laughter.)  
That is the last charge anyone  
would bring against him. He avoided it  
either in word or in deed. (Hear, hear.)  
And he did so because he was anxious to  
create, or rather to preserve, the neces-  
sary atmosphere in Ireland for recruit-  
ing and generally for assisting the war.  
What happened? Drilling went on, arm-  
ing went on, speeches of this kind were  
delivered, and they ended in one of the  
worst tragedies in the history of Ireland.

GERMAN RIFLES.

The Government cannot possibly forget  
that happened only about eighteen  
months ago. How can we forget when  
speeches of the same kind—no worse  
speeches are delivered; when you get  
exactly the same sort of drilling, and the  
same sort of information about intrigues  
to get German rifles into Ireland? It  
must not be forgotten that German rifles  
were very nearly brought in at that time.  
How can the Government, eighteen  
months after that event, treat intrigues,  
speeches of this kind, drilling, the man-  
ufacture of arms, as if they were merely  
incidents, and the sort of excitable

Brigadier-General Page-Craft: Why  
is De Valera at large?

Mr. Duke: I thought I had demon-  
strated that for more political con-  
sideration, however extreme, while a  
constitution for Ireland is in the making,  
and while great masses of Irishmen are  
satisfied that they can keep it within  
bounds, and reconcile it with safety,  
there shall be no arrest which can be  
avoided. Nothing would be more helpful  
to the propaganda of secession. There  
have been no arrests except of people who  
incited to violence, or the deliberate  
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also believe no man in the Government  
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Convention than Sir E. Carson.

## FOOD TO BESHORT FOR YEARS

## MR. PROTHERO'S WARNING.

The food shortage will continue  
through next year and for a considerable  
period afterwards, submarine menace or  
no submarine menace, war or no war,  
said Mr. Prothero at a luncheon given  
by the British Empire Producers' Organi-  
zation in London recently. Sir Charles  
Bathurst explained that the luncheon  
was arranged before Sir Arthur Lapp's  
appeal to stop such functions.

"The productive power of the soil of  
Europe," said Mr. Prothero, "is falling.  
The yield per acre in 1916 fell, for 1917  
it has fallen, and there is every prospect  
that there will be another fall next year.  
That being so, 'Peace and Plenty' may  
be a mischievous delusion."

"We must face the fact that the short-  
age will go on long after the war. In a  
world shortage of exportable food we are  
bound to suffer. 'We have been in the  
habit of drawing four-fifths of our  
bread supply from the foreigner.  
That means, roughly, that 3,000,000  
of our people eat the foreign  
loaf.' We have been accustomed to buy  
from the foreigner two-fifths of our meat  
supply. That means that some 18,000,000  
of our population live not on the roast  
beef of Old England but on foreign beef.  
That being so, we are threatened with a  
serious shortage."

Even if the food was on the market  
there would be little cash in our national  
pocket at the close of the war. We shall  
not find it easy to obtain credit. We  
shall have to pay double for everything.  
If the food and the money were there  
we could find the means of bringing it  
to these shores, but at what a sacrifice!  
Every food carrier would diminish our  
carrying capacity for raw and semi-  
manufactured materials on which our  
great industries depend.

"Peace has its dangers as well as  
war. The future is dark and difficult  
but for one thing. We have a unity such  
as never before. Will that unity stand  
the test of hunger? I will not answer  
it; but remember, hunger is inexorable,  
essential, selfish, implacable, blind,  
dead, and pitiless. If we want in time  
of peace to pass through the difficult  
period of reconstruction, pray God  
speed the plough in our native land.  
Play up and play for your side. Let  
that be our motto and we shall pull  
through."

speeches delivered by people of no conse-  
quence, which would do nothing! I  
am certain it is the thing for those people  
themselves. If they were allowed to go  
on without any action on the part of  
the Government, without any clear in-  
dication that the Government could on  
no account allow a repetition of what  
happened before, you would get, not a  
mere repetition, but something worse;  
and in order to save these poor people,  
who honestly believe they are doing their  
best for their country, from being pro-  
voked by others who know the disaster  
to which they are leading their country-  
men, I think it is essential that the Gov-  
ernment should take action—not provoca-  
tive action, but firm action. (Hear,  
hear.)

There are three things which I think  
the Government ought and must make  
quite clear in the present state of the Con-  
vention and in the interests of Ireland itself,  
in order not to initiate a reign of coercion.  
God forbid that we should do that.  
First of all the incitement to rebellion  
cannot be permitted—hear, hear—and  
the language of Mr. de Valera has no  
other meaning. I think it is worth while  
repeating it.

Mr. Pringle: Why was he not pro-  
secuted?

Mr. Lloyd George: I am not going to  
answer that question.

Mr. Pringle: You cannot.  
Mr. Lloyd George: This is what he  
said, "Young men from 15 to 40 should  
join the Volunteers. Older men than 45  
are in the armies. They should take  
every opportunity of their knowledge of  
military matters. It is not necessary  
that they should march like Grenadiers,  
but it is necessary that if required,  
they should go anywhere and do  
anything. It should not take half  
an hour to explain what is required.  
They should get all the arms. We supply  
you with as many as possible. There is  
sufficient number of rifles for all, and  
they should become acquainted with the  
mechanism, and be able to handle them  
when the time comes."

Having quoted from other speeches  
having a similar import, Mr. Lloyd  
George continued: All this is preparing  
for one purpose—to study the magazine  
of a rifle, so that when you have got it  
it will not take half an hour to know how  
to fire it. Fire it at whom? Not at the  
enemies of this country, but at the heart  
of Britain itself. (Cheers.) Anything  
which is part and parcel of an organisa-  
tion for rebellion must be stopped.  
(Cheers.) What is going on in Ireland  
is a deliberate attempt to drill, enlist,  
enroll, hundreds and thousands of young  
men who, if they had been in this coun-  
try, would have been compulsorily en-  
listed. (Prolonged cheers.) The third  
point is this—there is a good deal of talk  
in Ireland amongst Sinn Fein leaders  
which does not mean Home Rule or self-  
government, but separation and dissec-  
tion. (Cheers.)

The word used is sovereign independ-  
ence. This country cannot possibly ac-  
cept that. (Cheers.) It is not a ques-  
tion whether it is in the form of a Re-  
public. After all we have three great  
Republics among our Allies. The point  
is that there is a demand for sovereign  
independence. It is better that we  
should say at once that under no condi-  
tions can this country possibly permit  
that.



# GERMAN COUNTER-ATTACK AT CAMBRAI.

## MANY DIVISIONS USED.

### HEROIC BRITISH STAND.

[FROM PHILIP GIBBS.]

FRANCE, December 1st.

It was inevitable after our surprise victory on November 20th and our break through the Hindenburg line to the country round Cambrai that the dangers as well as advantages of open warfare should return on this part of the front. Our advance, taking in Bourlon Wood on the north and the ground beyond Masnières and Maroing, Gonnelieu, and Villers Guislain on the right, had made for us a new and rather perilous salient, which might tempt the enemy to retaliate heavily for the blow we had dealt him. During the past week he seemed to concentrate his efforts entirely on the northern side of this salient by desperate attacks and counter-attacks on Bourlon Wood, Fortaine, Notre Dame, and our lines west of Bourlon Wood by the village of Meuvres. But meanwhile he was concentrating heavy forces with great secrecy, as we had assembled ours on our right flank by Crovecourt, and Latou Wood, and opposite Villers Guislain, in order to strike through at the weakest part of our salient, and so, if they had luck, cut off great numbers of our men and guns.

The attack delivered yesterday morning had ambitious plans, and was directed from the north to pierce southwards to the Cambrai road, just the west side of Bourlon Wood, while what was possibly a heavier attack was delivered suddenly on our eastern or right flank in the direction of Gonnelieu and Villers Guislain. The northern attack failed, as I will tell later, with most bloody losses to the enemy. The southern attack had a temporary success, which for a few hours put a most severe strain upon our generalship and the disciplined courage of our troops, and was certainly a menace to the fruits of our recent victory until quick and most gallant counter-attacks by English battalions and tanks drove the enemy back from his recaptured ground, and the battle this morning almost re-established our line south of Masnières. Unfortunately, the enemy was able to capture some of our guns, which were very far forward, and most of these have been recovered after being in his hands for some hours.

#### THE ATTACK OPENED.

After the comparative quietude along this part of the front, which I described in a recent message, the enemy began a violent bombardment on and around Bourlon Wood on Thursday afternoon. This died down after dusk and there was a fairly quiet night. There was no sign of a great attack about half-past seven on Friday morning. The enemy fired great numbers of gas shells over our positions, round the forest of Bourlon, and made a great artillery demonstration all along the northern side of the salient from Meuvres on the west, spreading eastward to Maroing and Masnières. This was followed later in the north by heavy infantry attacks with masses of men on the west side of Bourlon Wood. On our right flank the attack seems to have begun suddenly, without a violent bombardment, and many battalions advancing with immense numbers of machine-guns, debouched against our lines from Crovecourt, where they made straight for Villers Guislain. We were holding our forward positions here thinly, and when this sudden weight of men was flung against them they were forced to give way, and the enemy's columns broke through our lines.

The rapidity and surprise of the attack was so great for a little while that in most cases our men were only aware of the enemy's break when they saw his troops swarming close to them. A young gunner told me this morning that he was with his battery between La Vacquerie and Gonnelieu when, at about half-past seven yesterday morning, he heard an officer shout, "Stand to your guns." He rushed out of his dugout to the battery, and saw, only 300 yards away, a great number of German soldiers advancing with machine-guns. The team of gunners with their officers did not lose their nerve, although the surprise was stupor-fying. The officers gave orders for the direct laying of the guns on the enemy's ranks, and they actually fired some rounds and tore gaps in the German lines. But others ran forward, and were so close that our gunners were almost surrounded before they abandoned the battery and ran for safety. Three of the officers were hit by rifle machine-gun fire, but other gunners made their escape and joined the infantry. Afterwards they were given rifles, and took part in the counter-attack, which captured Gouzeaucourt and drove the enemy back.

In other parts of the field bodies of our men were caught by surprise through the rapidity of the first enemy advance, though the attack as a whole was not unexpected. In the neighbourhood of Maroing and Masnières the men off duty in some of our English battalions had been sleeping in cellars and ruined cottages, when the surprise gave a shout of "Stand to!" and all the men were hurried out to line up in the roads. Some of these told me yesterday that they saw the enemy advancing over the high ground south of Masnières in great numbers, and it was clear at a glance that our more advanced lines had been bent in. There does not seem to have been a direct attack on Masnières or Maroing at that time, but the surprise was well behind the line, and right and go into Les Rue Vertes, which is a suburb of Masnières, and were shattered by the machine-gun fire of our men, who also swept the ridge south of St. Quentin Canal, so that many German soldiers were seen to fall. "We strafed them properly," said a boy who had just come out of the battle with a bullet in his arm, "but Fritz put down a frightful shell-fire into Maroing this morning, and it wasn't a picnic for us."

It was at Gouzeaucourt that the surprise was greatest, on Friday morning. This village was well behind the line, and our recent advance, and had been organised as a forward station for the wounded and some other purposes. It was hither that many civilians were sent

after their rescue from Masnières, those poor women with babies and perambulators and pet dogs, who made such a strange pitiful crowd one morning among our guns and cavalry and German prisoners. We had a big field ambulance among the ruins, with a body of splendid young doctors, who worked like heroes, and were very merry and bright when I went up to see them on the way to further fields. Many members of this little community believed themselves safe from danger of the front-line positions, though they did not believe that their immunity from shell-fire would last for ever. Early on Friday morning most of the hospital staff were asleep before the toll of the day, some of the orderlies were up making coffee for the doctors. One medical officer was in his rubber bath and had just lathered himself very successfully with soap. In Gouzeaucourt there was the stretching of arms of tired fellows who wanted another hour's sleep, and the yawning of men who wake to another day of strenuous work, and the fragrance of coffee and frizzling bacon, which is the English soldier's incense to the gods of the dawn.

Suddenly shots rang out. They were very close. The merry and bright young doctors sat up and listened. The man with a lather of soap on his body put his head out of his tent. More shots snapped out like the cracking of whips, and they were right among the ruins of Gouzeaucourt. The enemy was there among them; he was inside Gouzeaucourt and all round it. The lathered man put a towel round his body, and he and one of his comrades hurried down the street. Other men ran and so got away. On the outskirts of the village some pioneers retreated down the road to Fins, but in Gouzeaucourt most of the field ambulance staff found themselves in the hands of the enemy with railwaymen and mule drivers and engineers, and odds and ends of units who had been working in the place. By a queer chance I was on the road to Gouzeaucourt this morning, and it was only by a fluke of luck that I did not fall into the hands of the enemy. If I had been fifteen minutes earlier, or if I had not sensed something strange on the road I should not have been writing this message. A friend of mine in the car with me was in a sprightly humour—rather too sprightly, I thought, for such an early hour on a cold morning. He asked himself if he thought of the world would happen if we got pinched by the enemy in Gouzeaucourt or Villers Guislain after a German break through. It was an uneasy conversation in view of what has happened, for neither of us had a ghost of an idea that such a thing was likely.

#### A SERIOUS SITUATION.

It was at Fins that both of us began staring about curiously. There were a lot of men on the road coming in our direction. There was something queer about them; they were in odd groups, wearing country without disorder, but labourers who have done their day's job and amble quietly home down the roads. A young gunner officer came up. "What has happened?" we asked. "The enemy has broken through," said the gunner officer. We were silent for a second, as men are silent who hear incredible things. Then one of us asked, "Where is the enemy?" The gunner officer pointed down the road, and said, "There, in the line of Gouzeaucourt." That was our little morning surprise, and we got the car round pretty quickly. Then we tried to approach the front by a different road to the left up by Havrincourt and Hermies, and on the way we saw and heard other strange things. Some of our artillery was on the move. We saw them galloping across the fields. In a quiet place the gunners stood to their guns, as though expecting an attack, but were not yet firing. The men were packing up the ammunition dumps and hospitals. In some places where on earlier days there had been great activity, there was now a look of quietude. An officer rode up to us, and we asked him to tell us the situation on the north of the salient for which we were heading. "The Boche is putting up a big attack," he said, "but so far we seem to be holding him. Anyway, he hasn't got near this place."

The news had not spread everywhere. In one field some Tommies were playing football. In some camps the men were frying their breakfast bacon as though all the world were at peace. We knew more about it then. We knew that north as well as south of the salient our men were fighting hard to hold back the enemy, and that our right wing was in the moment of jeopardy. As we went towards Havrincourt we saw the whole line of our northern front by Bourlon Wood under shell-fire. The quietude of past days was gone, and places where I had spent many hours on the way to the battlefields were fiery furnaces. Havrincourt Wood and the roads below it were under intense bombardment. The enemy was flinging shells down the Bapaume-Cambrai road, Bourlon Wood, and all the fields and villages to the left of it were filled with clouds of smoke from high explosives, and for miles our own guns were sweeping a fury of drum-fire over the advancing enemy.

#### SIX OR SEVEN GERMAN DIVISIONS.

It was then that the enemy was trying to break through past Bourlon Forest to the left and cut off the northern side of the salient. As we know now, this northern attack, which started two hours after that on the right wing, was supported by six or seven divisions, who advanced behind storms of gas-shells and high explosives. For the time our troops had to yield ground, and some bodies of the enemy are said to have penetrated almost as far as the sugar factory on the Cambrai road, but were there repulsed by our men, who fought with enormous gallantry. They were then caught by our artillery fire, and these masses of men were forced into retreat, and our guns followed them up, raking them as they went, and slaughtering great numbers of them. Our infantry followed them, too, with machine-gun and rifle, and re-established our line, except for a bit of trench below Meuvres. This northern attack of the enemy had failed utterly, with bloody losses, and that menace to our line was for the day removed.

Overhead the sky was blackened by our aircraft. I have seen many of our aeroplanes before or days of battle, but never so many squadrons and flights and single scouts as on Friday, when they were like flocks of crows over the enemy's line. There was aerial fighting all day, for the

(Continued at foot of next column)

# LORD LANSDOWNE'S RECENT LETTER.

## QUESTIONS IN THE COMMONS.

In the House of Commons last month, Lord E. Cavendish-Bentley, asked the Prime Minister whether the Government would give the House an opportunity of discussing at an early date, in Secret Session, Lord Lansdowne's letter to *The Daily Telegraph* newspaper.

Mr. Bonar Law—The answer is in the negative.

Mr. Hogge—Is my right hon. friend going to commandeer the plant of *The Daily Telegraph* for circulating pacifist literature?

Mr. Kennedy Jones—Can the right hon. gentleman inform us if the letter of Lord Lansdowne was placed before the Censor either by the Marquis or by the publisher of the newspaper, and if so—

The Speaker—Order, order. That does not arise out of this question.

Mr. T. Richardson asked the Home Secretary whether the publication in leaflet form of the letter upon war aims would require the sanction of the Censor under Regulation 27e of the Defence of the Realm Act.

Sir G. Cave—Yes, sir.

Mr. Bonar Law—Is it very important that this letter should be circulated amongst the population of this country, as there are many who prefer to be led by Lord Lansdowne rather than to be driven by Lord Northcliffe?

Sir G. Cave—That is certainly not a question for me to answer. A leaflet is a leaflet whoever is the author of it.

Mr. Hogge—Are we to understand that if a leaflet is first of all published in a newspaper it will be all right?

Sir G. Cave—On the contrary.

Mr. Billing—Will any action be taken against the newspaper or against the writer of the letter?

Brigadier-General Page-Croft—Was this letter submitted to the Censor at all, and are any powers held by the Censor?

Sir G. Cave—I do not know whether it was submitted to the Censor. If it is, of course, optional to newspapers to submit their matter to the Censor.

Mr. Outwater—If this letter is distributed without being submitted to the Censor will any charge lie against Lord Lansdowne?

Sir G. Cave—No, sir; the charge would lie against the persons who distributed the leaflet.

Mr. Lynch—Does the right hon. gentleman intend to institute proceedings against Lord Lansdowne under the Defence of the Realm Act on the ground of giving encouragement to the enemy?

Sir G. Cave—No, sir.

Mr. Lynch—In view of the answer of the right hon. gentleman, I wish to ask him whether he will give reparation to those few untitled scoundrels who have been prosecuted for less serious offences by publishing the letter without submitting it to the Censor?

Sir G. Cave—No, sir; I have already said that it is optional whether it is submitted to the Censor or not.

General Sir Ivor Phillips—Is the right hon. gentleman aware that Lord Lansdowne, when Foreign Secretary, placed a British Army under the heel of a German Field-Marshal in China in 1901? (Laughter.)

At the close of questions, Mr. Lynch said: I beg to ask the Leader of the House, a question of which I have given private notice, namely, whether, in view of the important political situation of Lord Lansdowne, he will make a statement to the House.

The Speaker—Order, order. I have received no copy of any such question.

enemy planes came out in large numbers and challenged our men to a deadly tournament in the air. At 7.30 there were thirty hostile planes over the Bonnavis Farm area, and many fired white lights continuously over Gouzeaucourt and Gonnelieu and Villers Guislain.

#### GUARDS TO THE FRONT.

All through Friday morning the situation was somewhat critical on the right by Gouzeaucourt, but it was relieved in the afternoon by magnificent counter-attacks by the Guards and some dismounted cavalry and Tanks and bodies of troops who had been retreating, fighting all the way, and holding the enemy back by repeated actions with rifle and machine-gun fire. Some of these men have told me that they fought all the way back like this in short rushes, lying down for volleys firing, then getting up and retreating before the advancing swarms of men, and then lying down again for another bout of rifle fire. They could not yet hold back the enemy. Some of their comrades were killed, and it was up to the Guards to deliver a decisive counter-attack in the afternoon. The Germans had cavalry ready behind their infantry, ready to pour through any serious gap in our lines. I saw the Guards on their way to this battle of Friday afternoon and Saturday morning. It was a thrilling and noble sight as the men marched down roads towards Gouzeaucourt, knowing that in a few hours they would be fighting in a terrific way. They were tall and proper men, and they marched with full packs, but did not seem to feel the weight of them. They were led on by their bands playing gay music with a fine jaunty rhythm in it, and these men stepped out jauntily, whistling and singing to the march tunes. Some of them were smoking their pipes, and others were munching apples and chocolate, and others were talking quietly and thoughtfully, as though being ahead of them the battle into which they would soon be plunged. So they passed, and when I met some of them again they were seated in trucks of a train covered with blankets to shelter them from the shrewd wind, so that it was all dark inside when I lifted the flap and looked at rows of faces under bandaged heads and bodies lying there, greatly wounded. They had fought their fight, and driven back the enemy beyond Gouzeaucourt and the St. Quentin Ridge and Gonnelieu, and had broken the German menace. *Daily Telegraph*.

# SACRIFICED FOOD SHIPS.

## STILL FORCED TO RUN A DOUBLE RISK.

Mr. R. P. Houston, one of the largest shipowners, gave notice last month that he would ask the Parliamentary Secretary to the Shipping Controller in the House of Commons questions.

Whether the steamer *La Blanca*, 7,479 tons gross register, homeward bound from the River Plate, was ordered to call in at a certain port.

Whether the steamer received orders to proceed to another port, and whether she left the former port on or about November 23rd, and was sunk a few miles off that port.

Whether the steamer sailed in accordance with Admiralty instructions, whether she was convoyed or protected in any way by Admiralty vessels. Whether this steamer was insulated practically throughout all her holds. Whether he can state the quantity of fresh meat and nature and quantity of any other cargo on board at the time that she was sunk. Whether it is intended to continue the practice of ordering valuable steamers carrying valuable cargoes into one port previous to sending them to another port, with the increased danger of being sunk.

#### SENT TO DOOM.

Attention was called by the *Daily Express* to the loss of two food ships which were sent to sea again after reaching port safely, and were then torpedoed by German submarines.

In the first case the ship was carrying a large quantity of meat. Sir Leo Chiozza Money, Parliamentary Secretary to the Shipping Controller, admitted to a *Daily Express* representative that the facts were as stated, except that the quantity of meat was less than 4,000 tons. The second case was merely a side issue, and there is no denying the seriousness of the loss of 4,000 tons of meat, which represent nearly a week's supplies for the whole of London in addition to a large vessel.

The second case was that of a ship carrying a large quantity of tea and other goods. Sir Leo Money stated, "I have no knowledge of any such occurrence."

"This is a remarkable and significant confession," says *The Daily Express*. "Almost every merchant in London is aware of the facts of which the officials concerned are ignorant. We can furnish the Shipping Controller with the name of the east coast port from which the ship was sent out to her doom."

Most significant of all is Sir Leo Money's explanation of the meat ship being sent to sea again.

"The only possible course was taken," he said, "Owing to engineering difficulties, the vessel had to make a port. She was not discharged there because it would have been folly to do so, the cold storage accommodation being insufficient."

#### NOT YET.

The situation was handled by first-class business men, who acted in the light of previous experience. On two occasions, when ships had unloaded at the first port of call, there had been serious loss of valuable food owing to lack of cold storage and to railway congestion. Cold storage is being erected at the port in question, but unfortunately it is not yet available, although everything possible is being done to expedite the building. Similar precautions on a great scale are being taken at as many other ports as possible.

This statement follows exactly the line of the statements made in the House of Commons several months ago, when the loss of three food ships in similar circumstances was raised. It was then pleaded that, after thirty-three months of war, our railways and ports were undeveloped in a strategic sense, and that some ports lacked both cold storage and labour. The pledge was given that the most serious attention would be given to the provision of accommodation.

Some months later we are told the same thing. Merchant shipowners, and the public demand to know why the deficiencies have not yet been supplied, and when they may expect this vital work to be completed.

The matter is as pressing as any branch of war work. Many ships are being ordered out from ports where they should be unloaded, and are being compelled to run a second risk of destruction.

As for the lack of labour, if there are ports where there is a shortage there are others where there are men to spare. A *Daily Express* representative who made inquiries in the London docks district was told that there were efficient transport workers throughout the district who frequently had nothing to do, and who could quite well be transferred to other places, such as Liverpool, where the pressure of work is so great that ships are sometimes held up as long as three weeks.

#### CEASED TO EXIST.

The Government tried to grapple with this question more than two years ago," said a shipping authority to the *Daily Express* representative. "An advisory committee that was called the Port and Transit Committee was appointed, and it has done useful work. Then there is the Diverted Cargoes Committee. Two other useful bodies that have ceased to exist were the Ports Congestion Committee and the Carriage of Foodstuffs Requisitioning Committee."

The most useful step of all, however, was the formation of the Dockers' Battalion. Last January it was arranged to increase the strength of the battalion to 10,000 men. What was wanted is 20,000 men in the battalion in reserve, to be sent anywhere and everywhere to supplement the ordinary labour resources of a port that is pressed. Delay in unloading ships by removing goods from the quays, the docks, the port, disorganises the whole of the arrangements for the steaming ships coming in, and often leads to unhappy results such as the *Daily Express* has recorded."

IS A SAUSAGE-ROLL ILLEGAL?

The question as to the legality of the sausage-roll has been raised at Bristol owing to the police warning the managers of docks, cautions that this article must not be sold. The civic law authorities have been consulted, and they advise that illegality would only arise if the sausage were enveloped in puff pastry.

# Itching Eczema On Child's Chin

And around face. Broke into sore eruptions. Burned, which caused scratching. Had to put gloves on her hands. Could not sleep. Used Cuticura Soap and Ointment and was healed.

From signed statement of Mrs. C. Marshall, Shopland Hall Cottages, Nr. Rochford, Essex, Eng.

Use Cuticura Soap for toilet purposes, assisted, now and then, by touches of Cuticura Ointment to soothe and heal any tendency to irritation, redness or roughness of the skin or scalp. By using these super-creamy emollients for all toilet purposes you may prevent many skin and scalp troubles becoming serious.

Samples Free by Return Post. (Soap to cleanse, Ointment to heal.) Address: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

36-2



NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or Identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The penalty for non-compliance is a fine not exceeding \$50.

68

# THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

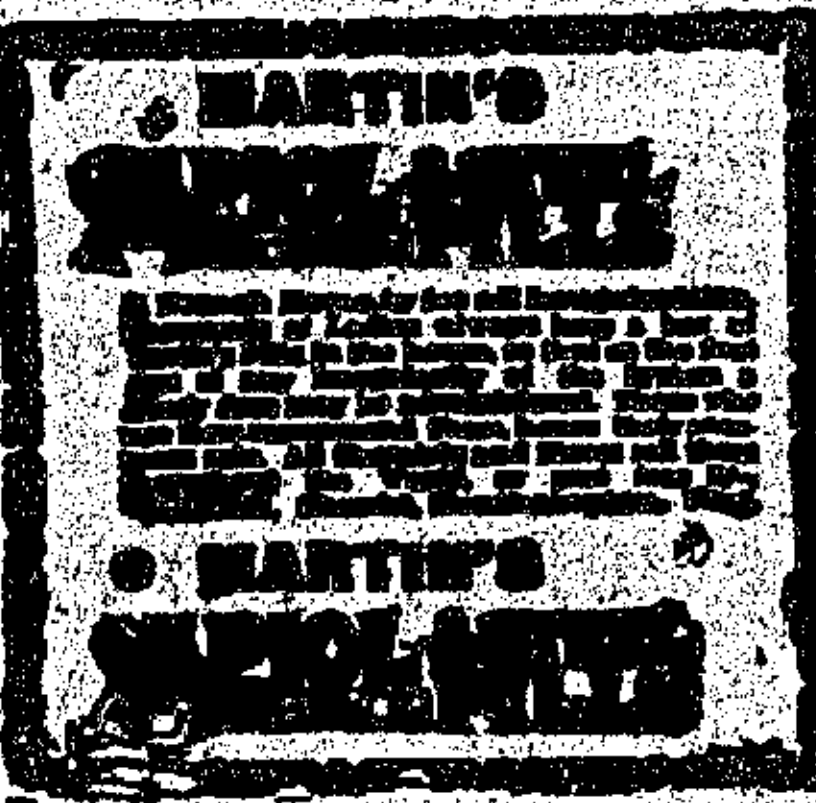
STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers' accommodation in the connecting vessel secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the onerary Steamer for Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. apply to E. V. D. PARR, Superintendent.



# PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW, FIRST-CLASS STEAMERS "ECUADOR," "VENEZUELA" AND "COLOMBIA,"

14,000 tons each. HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE. SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" Jan. 30th. S.S. "ECUADOR" Feb. 27th.

These Steamers have the most modern equipments, including Overhead Electric Fans and Electric Lighting, ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the T.Y. K.K. Lines and the Canadian Pacific Ocean Services, Ltd. For further information, rates, itineraries, schedules, etc., apply to COMPAGNIE OFFICE in Alexander Buildings, Causeway Road.

# NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

S.S. "VENEZUELA"

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above ports, Consignees of Cargo are hereby informed that their Cargo is being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY 24th Jan. at 10 A.M. All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 30th Jan. will be subject to sale.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL S.S. CO. J. ORAM SHEPPARD, Acting Agent. Hongkong, 23rd January, 1918. [68]

## NOTICE TO CONSIGNEES.

FROM KORE AND MOJI.

THE Steamer "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense, into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by DAVID SAMPSON & Co., Ltd., Agents.

Hongkong, 21st January, 1918. [24]

# DAIRY FARM NEWS.

## POULTRY.

## OUR HOUSE-FED CAPONS AND CHICKENS ARE THE BEST IN THE EAST.

## Tender, Eating, Delicate Flavour. TRY THEM.

[1629]

## FOR SALE.

Asiatic, Foreign and Colonial

# POSTAGE STAMPS

and all kinds of

# PHILATELIC GOODS.

## GRACA & CO.,

No. 4, WYNDHAM STREET, HONGKONG. [1516]

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1917. With Index, Price \$7.50.

On Sale at the HONGKONG DAILY PRESS Office.

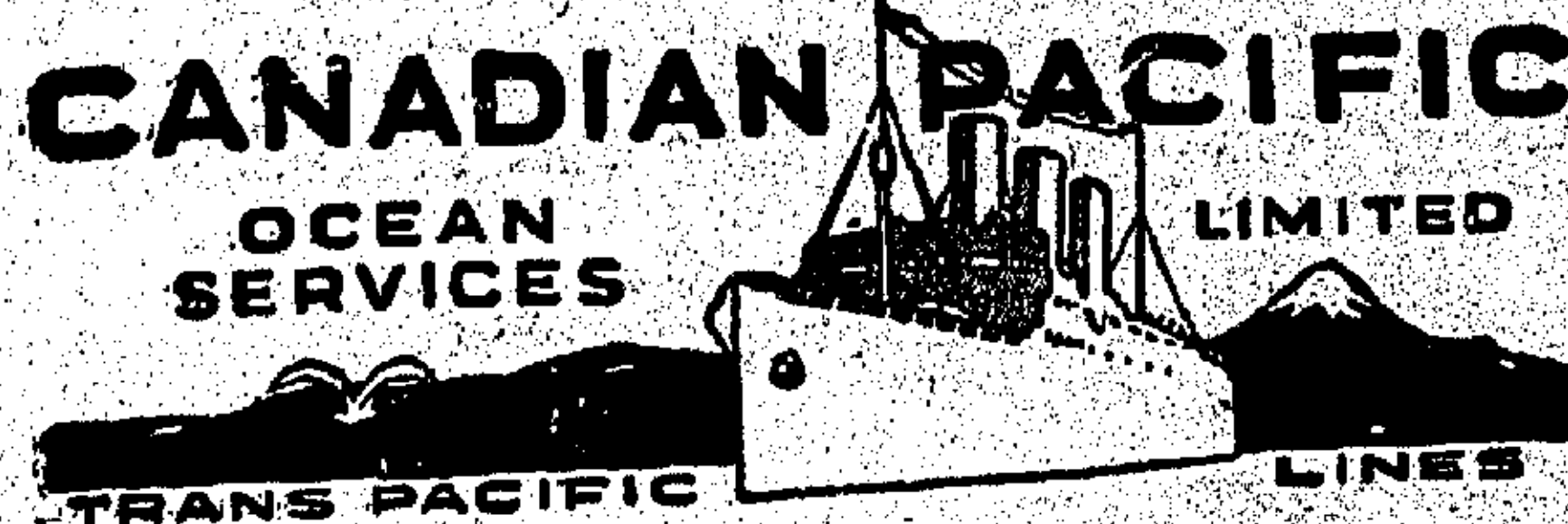


# Enjoy THE Summer

OF 1918 IN  
**BRITISH COLUMBIA**  
AND THE BEAUTIFUL  
**CANADIAN ROCKIES**  
AN IDEAL CLIMATE AND THE  
**GRANDEST SCENERY IN THE WORLD**

Golfing—Automobile—Boating—Fishing—Shooting—Mountain Climbing—and Bathing  
all within short distance of comfortable Hotels and Private Homes.

YOU CAN **Save REAL Money** IF YOU  
**DEFINITELY BOOK YOUR PASSAGE**  
**NOW**  
BY THE STEAMSHIPS OF THE



Regular Sailings to Vancouver.

For particulars regarding passage fares, sailings, and rates of accommodation, also "Literary" and "Illustrated" literature apply to  
J. D. BATHURST, General Agent, Passenger Dept., Phone 42, HONGKONG. [1497]

## P. & O. S. N. CO.

ROYAL MAIL SERVICE

Will despatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI MOJI & KOBE

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI MOJI, KOBE and YOKOHAMA

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a half available to Europe for two years, or later, subject to the conditions of the company. Through tickets to New York at Special Rates. For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to  
**R. V. D. PARR, Superintendent.**

P. & O. S. N. Co.

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

MANILA, SHANGHAI, and SWATOW. "WINGSANG" Sun, 26th Jan. 3 p.m. HAIPHONG. "TAISANG" Sunday, 27th Jan. 7 a.m. MANILA. "KOUSSING" Friday, 1st Feb. 3 p.m. SHANGHAI. "KOUSSING" Thurs. 31st Jan. 11 p.m. CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang. These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon. The line is temporarily discontinued owing to the war. Particulars on application. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports. MANILA LINE—A weekly service is maintained between Manila by vessels with good passenger accommodation, sailings from both ports every Friday. HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient. R. BNEO LINE—One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato. TRAVEL LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Changhai. UNDER STRAITS GOVERNMENT & PORT REGULATIONS All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passport with their Photograph and description affixed thereto. For Freight or Passage, apply to  
**JARDINE, MATHESON & CO., LTD.**  
General Managers  
Telephone No. 214.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

The line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained between Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

R. BNEO LINE—One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TRAVEL LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Changhai.

UNDER STRAITS GOVERNMENT & PORT REGULATIONS All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passport with their Photograph and description affixed thereto.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO., LTD.**  
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**THE ROYAL MAIL STEAM PACKET CO.**

OWNERS OF THE "SHIRE" LINE OF STEAMERS

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Apply to  
**JARDINE, MATHESON & CO., LTD.**  
Agents.  
Telephone No. 214, Sub. No. 10.

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED

Including the Movements of the Local Markets

24 PAGES! 24 PAGES!! 24 PAGES!!!

### WEATHER REPORT.

January 23rd at 3 p.m.—No return from Japan and Vladivostok. The anti-cyclone has regained intensity, and pressure has increased slightly to moderately over the China Coast and Formosa; it remains stationary over the Philippines.

Fresh to strong monsoon will prevail along the China Coast, and over the N. China Sea. Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.60 inch. Total since 1st January, 0.90 inches, against an average of 0.80 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Director: Forecast:  
Hongkong to Gay Hook ... (N.E. wind, moderate to fresh, fair).  
Formosa Channel ... (North wind, strong).  
South Coast of China between (The same as Hongkong and Lamook) No. 1.  
South Coast of China between (The same as Hongkong and Hainan) No. 1.

### CHINA COAST METEOROLOGICAL REGISTER.

23rd JANUARY, A.M.

Station.	Bar.	Therm.	Wind.	Weather.
Vladivostok	30.1	54	N	b
Nemuro	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
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Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b
Swatow	30.1	54	N	b
Yokohama	30.1	54	N	b
Kobe	30.1	54	N	b
Manila	30.1	54	N	b
Haiphong	30.1	54	N	b
Swatow	30.1	54	N	b
Canton	30.1	54	N	b
Hongkong	30.1	54	N	b
Shanghai	30.1	54	N	b
Amoy	30.1	54	N	b



**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

**THE BANK LINE, LIMITED.**  
Managing Agents.

**"ELLERMAN" LINE.**

(FLEPPMAN & ECKMANN STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS  
TO  
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

**THE BANK LINE, LIMITED.**  
General Agents.

**C. N. C.**  
**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"SHANTUNG"	On 24th Jan., Noon.
SHANGHAI	"YINGCHOW"	On 26th Jan., 3 P.M.
SHANGHAI	"SUZYANG"	On 28th Jan., 3 P.M.
SHANGHAI	"HINKIANG"	On 31st Jan., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.  
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, calling at Amoy, Swatow, and other ports on the coast. Through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to  
TELEPHONE 36.

**BUTTERFIELD & SWIRE,**  
Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR  
**SWATOW, AMOI AND FOOCHOW**  
AND RETURN.  
(Occupying 8 to 10 Days).

"HAIRONG" ... Capt. J. W. Evans ... TUESDAY, 29th Jan. at Noon.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

**DOUGLAS LAFAIR & CO.**  
General Managers.

**BRITISH INDIA S. N. CO., LTD.****APCAR LINE.**

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified cuisine.

For Freight or Passage apply to

**DAVID BASCOON & CO., LTD.**  
Agents.

**P. & O. S. N. CO.****ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

**MARSEILLES AND LONDON.**

TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Consisting Mail	Due at Marseilles	Due at London
Colombo	24th Jan.	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route, Tickets Interchangeable with C. N. C. Line.

**SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.**

R.R.

Leave Hong Kong, About

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available to Messageries Maritimes Company.

**INTERMEDIATE STEAMERS**

(Non-Transshipment).  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
**MARSEILLES AND LONDON.**  
Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO  
AND PORT SAID.  
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hong Kong about	Leave S'pore about	Due at Marseilles if sailing about	Due at London about
The Intermediate	Service is	Temporarily Suspended.		

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**  
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Bedding Lamp.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years (or to Intermediate Ports for Six Months).  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. GORDON & I THOMAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which time they cannot be recognized. No Claims will be admitted after the goods have left the Godown.  
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

**H. V. D. PARR,**  
Superintendent.

**NIPPON YUSEN KAISHA.****THE JAPAN MAIL STEAMSHIP CO.**

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY,  
CAPE TOWN and MADAGASCAR.

VICTORIA, B.C. & SEATTLE via	<b>SUWA MARU</b>	WED. DAY, 18th
Shanghai, Nagasaki, Kobe	Capt. Sekine	21,000
Yokohama, and Yokohama	<b>FUSHIMI MARU</b>	WED. DAY, 18th
	Capt. Iizawa	21,000

SYDNEY and MELBOURNE, via MANILA, ZAMBOANGA, THURSDAY ISLAND

TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG and BANGKOK.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

NAGASAKI, KOBE and	<b>TANGO MARU</b>	FRIDAY, 15th
YOKOHAMA	Capt. Akamatsu	15,000
	<b>KAMO MARU</b>	MONDAY, 11th
Shanghai, Kobe and	Capt. Shimizu	16,000
YOKOHAMA	<b>SHIYO MARU</b>	WED. DAY, 20th
	Capt. Tanaka	12,500

SHANGHAI, KOBE and	<b>COLOMBO MARU</b>	MONDAY, 23rd
YOKOHAMA	Capt. U. I.	6,000
	<b>CEYLON MARU</b>	SATURDAY, 2nd
	Capt. Trade	10,000

SHANGHAI	<b>BOMBAY MARU</b>	FRIDAY, 25th
KOBE	Capt. Tanaka	8,000
	<b>TENSHIN MARU</b>	MONDAY, 25th
	Capt. Taniguchi	8,000

**EASTBOUND NEW YORK LINE  
VIA PANAMA CANAL.  
(CARGO ONLY).**

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO,  
PANAMA and COLOMBO.

For Further Information, apply to—

**NIPPON YUSEN KAISHA,**  
Agents.

**TOYO KISEN KAISHA.****SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
SHIYUO MARU	22,000	SAT., 9th Feb.
SHIYUO MARU	22,000	FRI., 23rd Feb.
KOREA MARU	18,000	SAT., 9th Mar.
SIBERIA MARU	18,000	FRI., 22nd Mar.
TENYO MARU	22,000	SAT., 8th Apr.
NIPPON MARU	11,000	TUES., 16th Apr.

The ss. "Nippon Maru" and ss. "Tenryo Maru" call at Shanghai.

**SOUTH AMERICAN LINE.**

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO,  
SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA  
and IQUIQUE.  
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,300 "
SEIYO MARU	14,000 "

These are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD.  
and the PACIFIC MAIL STEAMSHIP CO.  
Passengers may travel by Rail between Ports of Call in Japan free of Charge.  
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

**T. DAIGO, Agent,**  
King's Building.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SERVICE TO AND FROM JAPAN VIA SHANGHAI.  
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong,  
Tourane, Saigon, Singapore, Colombo, Djibouti,  
Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

TELEPHONE 14.

**P. THOMAS, Agent,**  
Queen's Building.

**O. S. K.****OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

**North American Line.** For VICTORIA, SEATTLE AND TACOMA; VIA  
SEATTLE, MANILA, NAGASAKI,  
MOJI, KOBE, AND YOKOHAMA.

"MANILA MARU"	THURSDAY, 31st Jan., at 3 P.M.
"CHICAGO MARU"	TUESDAY, 12th Feb., at 3 P.M.
"MEXICO MARU"	THURSDAY, 28th Feb., at 3 P.M.

**NORTH AMERICAN LINE.**—This line maintains regular fortnightly service between  
Hongkong and Puget Sound ports, calling at intermediate ports in Japan. Overland  
cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget  
Sound ports with the Chicago, Milwaukee and St. Paul Railway.

**SOUTH AMERICAN LINE.**—Every three months the steamer proceeding to Rio de  
Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

**AUSTRALIAN LINE.**—Monthly service between Japan and Adelaide, calling at  
Auckland, N.Z., Sydney and Melbourne.

**BOMBAY LINE.**—Fortnightly service for Bombay calling at Singapore, and Colombo.  
At present this line's steamers maintain cargo only.

**JAVA LINE.**—Monthly service for Java ports calling at: Manila, Sandakan and Macassar.  
Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING  
PASSENGER OR FREIGHT APPLY AT OFFICE.

**FORMOSA LINE.**—For Tamsui, Keelung and Anping, Taiwan, via Swatow and Amoy.

"AMAKUSA MARU"	SUNDAY, 27th Jan., at 10 A.M.
"SOSU MARU"	THURSDAY, 31st Jan., at 8 A.M.
"KAIJO MARU"	SUNDAY, 3rd Feb., at 10 A.M.

These Formosa Lineers will arrive at and depart from the SCOW YIP WHARF, near  
the Harbin Office, and while the steamer is alongside the wharf Telephone No. 76  
will be fixed.

For FURTHER INFORMATION, apply to—

TEL. Nos. 744 and 745.

**K. YAMASAKI, Manager,**  
No. 1, Queen's Building.

**CHINA MAIL S.S. CO., LTD.**

FREIGHT AND PASSENGERS

**S.S. "CHINA"**

WILL SAIL FROM HONGKONG FOR

**SAN FRANCISCO**

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
HONOLULU TO SAN FRANCISCO.

JAN. 27, at Noon, and APRIL 10, 1918.

AN UNSURPASSED HIGH-CLASS PASSENGER  
SERVICE AT INTERMEDIATE PORTS.

**C. H. MITCHELL, Agent,**  
Princes Building, 100 Broad Street.



